NEW ISSUE – BOOK-ENTRY-ONLY **Ratings: See "RATINGS" herein.**

In the opinion of Co-Bond Counsel, under existing law, (i) interest on the 2026 Refunding Bonds (as defined herein)is excluded from gross income for federal income tax purposes assuming the Commission's continuing compliance with certain covenants and the accuracy of certain representations and is not an item of tax preference for purposes of the federal alternative minimum tax imposed on individuals, and (ii) interest on the 2026 Refunding Bonds is exempt from Pennsylvania personal income tax and Pennsylvania corporate net income tax. Interest on the 2026 Refunding Bonds may be subject to certain federal taxes imposed on certain corporations. For further discussion of the tax aspects, see "TAX MATTERS" herein.

PENNSYLVANIA TURNPIKE COMMISSION

$169,335,000 Turnpike Subordinate Revenue Refunding Bonds, Third Series of 2026

and

$87,075,000 Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Refunding Bonds, Second Series of 2026

Dated: Date of Delivery **Due: As shown on Inside Front Cover**

The Pennsylvania Turnpike Commission Turnpike Subordinate Revenue Refunding Bonds, Third Series of 2026 (the "***2026 Subordinate Revenue Refunding Bonds***") and Pennsylvania Turnpike Commission Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Refunding Bonds, Second Series of 2026 (the "***2026 Special Revenue Refunding Bonds***" and together with the 2026 Subordinate Revenue Refunding Bonds, the "***2026 Refunding Bonds***") are being issued pursuant to Supplemental Trust Indenture No. 43 dated as of October 1, 2026 ("***Supplemental Indenture No. 43***"), to the Subordinate Trust Indenture dated as of April 1, 2008, as previously amended and supplemented (the "***Original Indenture***," and together with Supplemental Indenture No. 43, is referred to herein as, the "***Subordinate Indenture***"), between the Pennsylvania Turnpike Commission (the "***Commission***") and Computershare Trust Company, N.A., as successor trustee (the "***Trustee***"), all pursuant to, among other things, an Act of the General Assembly of Pennsylvania approved July 18, 2007, PL. 169, No. 44 ("***Act 44***"), the Act of November 25, 2013, P.L. 974, No. 89, and various other acts of the General Assembly of Pennsylvania.

The net proceeds from the sale of the 2026 Subordinate Revenue Refunding Bonds, together with other legally available funds of the Commission, will be applied to finance the costs of (a) defeasing and redeeming all or a portion of the Commission's outstanding Subordinate Revenue Refunded Bonds (as defined herein) and (b) paying the costs of issuing the 2026 Subordinate Revenue Refunding Bonds. The net proceeds from the sale of the 2026 Special Revenue Refunding Bonds, together with other legally available funds of the Commission, will be applied to finance the costs of (a) defeasing and redeeming all or a portion of the Commission's outstanding Special Revenue Refunded Bonds (as defined herein), and (b) paying the costs of issuing the 2026 Special Revenue Refunding Bonds. See "REFUNDING PLAN" and "ESTIMATED SOURCES AND USES OF FUNDS" herein.

The 2026 Refunding Bonds will be dated the date of initial issuance and delivery thereof. The 2026 Refunding Bonds will mature on December 1 and June 1 of the years and bear interest from their delivery date at the rates shown on the inside front cover page hereof, calculated on the basis of a year of 360 days consisting of twelve 30-day months. Interest on the 2026 Refunding Bonds will be payable on each June 1 and December 1, commencing June 1, 2027.

The 2026 Refunding Bonds are deliverable in fully registered form and, when issued, will be registered in the name of Cede & Co., as nominee of The Depository Trust Company ("***DTC***"), which will act as securities depository for the 2026 Refunding Bonds. Beneficial ownership interests in the 2026 Refunding Bonds will be recorded in book-entry only form. The 2026 Refunding Bonds will be issued in denominations of $5,000 or any multiple thereof. Purchasers of the 2026 Refunding Bonds will not receive bonds representing their beneficial ownership in the 2026 Refunding Bonds, but will receive a credit balance on the books of their respective DTC Direct Participants or Indirect Participants (as such terms are defined herein). So long as Cede & Co. is the registered owner of the 2026 Refunding Bonds, principal of and interest on the 2026 Refunding Bonds will be paid to Cede & Co., as nominee of DTC, which will, in turn, remit such principal and interest to the Direct Participants and Indirect Participants for subsequent disbursement to the Beneficial Owners, as described herein. The 2026 Refunding Bonds will be transferable or exchangeable to another nominee of DTC or as otherwise described herein. So long as Cede & Co. is the registered owner of the 2026 Refunding Bonds, payments of principal and interest on the 2026 Refunding Bonds will be made directly by the Trustee under the Subordinate Indenture, as described herein. See "DESCRIPTION OF THE 2026 REFUNDING BONDS – Book-Entry Only System" herein.

The 2026 Refunding Bonds will be subject to optional redemption and mandatory sinking fund redemption prior to maturity as described herein. See "DESCRIPTION OF THE 2026 REFUNDING BONDS – Redemption of 2026 Refunding Bonds" herein.

THE 2026 REFUNDING BONDS ARE LIMITED OBLIGATIONS OF THE COMMISSION, PAYABLE FROM THE COMMISSION PAYMENTS AND SOURCES SET FORTH IN THE SUBORDINATE INDENTURE AND SHALL NOT BE DEEMED TO BE A DEBT OF THE COMMONWEALTH OF PENNSYLVANIA (THE "*COMMONWEALTH*") OR A PLEDGE OF THE FAITH AND CREDIT OF THE COMMONWEALTH. THE COMMONWEALTH IS NOT OBLIGATED TO LEVY OR PLEDGE ANY FORM OF TAXATION WHATSOEVER FOR PAYMENT OF THE 2026 REFUNDING BONDS OR TO MAKE ANY APPROPRIATION FOR THE PAYMENT OF THE 2026 REFUNDING BONDS. THE COMMISSION HAS NO TAXING POWER.

The 2026 Subordinate Revenue Refunding Bonds will be equally and ratably secured, along with other outstanding and additional Subordinate Revenue Bonds (herein defined) and certain other parity obligations (described herein), and the 2026 Special Revenue Refunding Bonds will be equally and ratably secured, along with other outstanding and additional Special Revenue Bonds (herein defined) and certain other parity obligations (described herein), pursuant to the pledge by the Commission of the Trust Estate (herein described) under the Subordinate Indenture. The Trust Estate pledged under the Subordinate Indenture to the Trustee for the benefit of the 2026 Refunding Bonds, together with all outstanding and all additional Subordinate Indenture Bonds (herein described) and parity obligations, includes, among other things, Commission Payments (herein defined). Commission Payments are paid from the General Reserve Fund (herein defined) after the payment of all outstanding Senior Indenture Parity Obligations (herein defined) issued under the Senior Indenture (herein defined), and thus the 2026 Refunding Bonds and all other Subordinate Indenture Bonds are subordinate to the payment of such Senior Indenture Parity Obligations. As more fully described herein, the 2026 Special Revenue Refunding Bonds are subordinate to the 2026 Subordinate Revenue Refunding Bonds and to all other Subordinate Revenue Bonds issued or to be issued under the Subordinate Indenture. However, under certain circumstances, payments of the 2026 Special Revenue Refunding Bonds for which funds are not available in the Commission Payments Fund (herein defined) may be made pursuant to Act 44 from funds transferred to the Trustee from the Commonwealth's Motor License Fund (described herein). The 2026 Subordinate Revenue Refunding Bonds are not payable from funds transferred from the Commonwealth's Motor License Fund. See "SECURITY FOR THE 2026 REFUNDING BONDS" herein and "APPENDIX C – SUMMARY OF CERTAIN PROVISIONS OF AND DEFINED TERMS IN THE SUBORDINATE INDENTURE" and "APPENDIX D – SUMMARY OF CERTAIN PROVISIONS OF AND DEFINED TERMS IN THE SENIOR INDENTURE" attached hereto.

THIS COVER PAGE CONTAINS CERTAIN INFORMATION FOR QUICK REFERENCE ONLY. IT IS NOT A SUMMARY OF THIS ISSUE. INVESTORS MUST READ THE ENTIRE OFFICIAL STATEMENT TO OBTAIN INFORMATION ESSENTIAL TO THE MAKING OF AN INFORMED INVESTMENT DECISION.

The 2026 Refunding Bonds are being offered by the Underwriters as described herein. The 2026 Refunding Bonds are being offered when, as and if issued, and accepted by the Underwriters, subject to prior sale, withdrawal, or modification of the offer without notice, to certain legal matters being passed upon by Saul Ewing LLP and Steptoe & Johnson PLLC, Co-Bond Counsel, and to certain other conditions. Certain legal matters will be passed upon for the Underwriters by Eckert Seamans Cherin & Mellott, LLC, Counsel for the Underwriters. Certain legal matters will be passed upon for the Commission by its Chief Counsel, Doreen A. McCall, Esquire, and by Stradley Ronon Stevens & Young, LLP, Disclosure Counsel to the Commission. It is anticipated that delivery of the 2026 Refunding Bonds in book-entry form will be made through the facilities of DTC in New York, New York on or about October 1, 2026.

PNC CAPITAL MARKETS LLC

FNB AMERICA SECURITIES LLC **SIEBERT WILLIAMS SHANK**

RAMIREZ & CO., INC. **TRUIST SECURITIES**

This Official Statement is dated September 22, 2026.

MATURITY SCHEDULE

$169,335,000
PENNSYLVANIA TURNPIKE COMMISSION
TURNPIKE SUBORDINATE REVENUE REFUNDING BONDS, THIRD SERIES OF 2026

Maturity Date (December 1)	Principal Amount	Interest Rate	Yield	Price	CUSIP [*] No. (709225)
2027	$24,405,000	5.000%	3.270%	101.960	WB8
2028	4,440,000	5.000	3.380	103.352	WC6
2029	5,255,000	5.000	3.440	104.638	WD4
2030	30,660,000	5.000	3.560	105.525	WE2
2031	11,900,000	5.000	3.670	106.202	WF9
2032	5,385,000	5.000	3.790	106.593	WG7
2035	5,495,000	5.000	4.050	107.208	WJ1
2036	16,295,000	5.000	4.110	107.329	WK8

$65,500,000 Third Series of 2026 Balloon Bond due December 1, 2033; Interest Rate: 5.000%; Yield: 3.910%; Price: 106.337[(c)]; CUSIP No. 709225WH5

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[(C)] Price/Yield to first optional redemption date of June 1, 2033.

$87,075,000
PENNSYLVANIA TURNPIKE COMMISSION
MOTOR LICENSE FUND-ENHANCED TURNPIKE SUBORDINATE SPECIAL REVENUE REFUNDING BONDS,
SECOND SERIES OF 2026

Maturity Date (December 1)	Principal Amount	Interest Rate	Yield	Price	CUSIP [*] No. (709225)
2027	$9,235,000	5.000%	3.200%	102.040	WL6
2028	2,295,000	5.000	3.280	103.564	WM4
2029	3,725,000	5.000	3.370	104.852	WN2
2030	20,745,000	5.000	3.480	105.843	WP7
2031	1,715,000	5.000	3.570	106.687	WQ5
2032	6,710,000	5.000	3.670	107.275	WR3
2033	8,105,000	5.000	3.770	107.656	WS1
2034	3,420,000	5.000	3.830	108.133	WT9
2035	11,820,000	5.000	3.940	108.084	WU6
2036	5,750,000	5.000	4.050	107.847	WV4
2037	12,525,000	5.000	4.140	107.072[(C)]	WW2
2038	1,030,000	5.000	4.320	105.541[(C)]	WX0

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[(C)] Price/Yield to first optional redemption date of December 1, 2036.

PENNSYLVANIA TURNPIKE COMMISSION

COMMISSIONERS

MICHAEL CARROLL
Secretary of Transportation, Chair

PASQUALE T. DEON, SR.
Vice Chair

DR. KEITH LEAPHART
Secretary and Treasurer

SEAN LOGAN
Commissioner

DOUGLAS FARNHAM
Commissioner

ADMINISTRATION

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Chief Executive Officer

CRAIG R. SHUEY
Chief Operating Officer

RICHARD C. DREHER
Chief Financial Officer

BRADLEY J. HEIGEL, P.E.
Chief Engineer

DOREEN A. MCCALL, ESQ.
Chief Counsel

ROBERT J. TAYLOR, P.E., PTOE
Chief Technology and Growth Officer

KELLI E. ROBERTS
Chief Strategy and Communications Officer

SHERI L. HERBST
Chief Administrative Officer

COMPUTERSHARE TRUST COMPANY, N.A.
Trustee, Paying and Authenticating Agent

PHOENIX CAPITAL PARTNERS, LLP
and
PUBLIC RESOURCES ADVISORY GROUP, INC.
Co-Financial Advisors

No dealer, broker, salesman or other person has been authorized by the Commission or the Underwriters to give any information or to make any representations, other than those contained in this Official Statement, and if given or made, such other information or representations must not be relied upon as having been authorized by any or either of the foregoing. This Official Statement does not constitute an offer to sell or the solicitation of an offer to buy, nor shall there be any sale of the 2026 Refunding Bonds by any person in any jurisdiction in which it is unlawful for such person to make such offer, solicitation, or sale. The information set forth herein has been obtained from the Commission, the Underwriters, DTC, and other sources which are believed to be reliable but is not guaranteed as to accuracy or completeness by, and is not to be construed as a representation by, the Underwriters. The information and expressions of opinion contained herein are subject to change without notice and neither the delivery of this Official Statement nor any sale made hereunder shall, under any circumstances, create any implication that there has been no change in any of the information set forth herein since the date hereof.

The 2026 Refunding Bonds are not and will not be registered under the Securities Act of 1933, as amended, or under any state securities laws, and the Subordinate Indenture has not been and will not be qualified under the Trust Indenture Act of 1939, as amended, because of available exemptions therefrom. Neither the United States Securities and Exchange Commission (the "***SEC***") nor any federal, state, municipal, or other governmental agency will pass upon the accuracy, completeness, or adequacy of this Official Statement.

The Underwriters have provided the following sentence for inclusion in this Official Statement. The Underwriters have reviewed the information in this Official Statement in accordance with, and as part of, their respective responsibilities to investors under the federal securities laws as applied to the facts and circumstances of this transaction, but the Underwriters do not guarantee the accuracy or completeness of such information.

No quotations from or summaries or explanations of provisions of law and documents herein purport to be complete and reference is made to such laws and documents for full and complete statements of their provisions. This Official Statement is not to be construed as a contract or agreement between the Commission and the purchasers or holders of any of the securities described herein. Any statements made in this Official Statement involving estimates or matters of opinion, whether or not expressly so stated, are intended merely as estimates or opinions and not as representations of fact. The cover pages hereof, list of officials, this page and the Appendices attached hereto are part of this Official Statement.

If and when included in this Official Statement, the words "expects," "plans," "forecasts," "projects," "intends," "anticipates," "estimates," "assumes" and analogous expressions are intended to identify forward-looking statements, and any such statements inherently are subject to a variety of risks and uncertainties that could cause actual results to differ materially from those that have been projected. Such risks and uncertainties, which could affect the amount of tolls and other revenue collected by the Commission, include, among others, changes in economic conditions and various other events, conditions, and circumstances, many of which are beyond the control of the Commission. Such forward-looking statements speak only as of the date of this Official Statement. The Commission disclaims any obligation or undertaking to release publicly any updates or revision to any forward-looking statement contained herein to reflect any changes

in the Commission's expectations with regard thereto or any change in events, conditions, or circumstances on which any such statement is based.

THE ORDER AND PLACEMENT OF MATERIALS IN THIS OFFICIAL STATEMENT, INCLUDING THE APPENDICES, ARE NOT TO BE DEEMED TO BE A DETERMINATION OF RELEVANCE, MATERIALITY, OR IMPORTANCE, AND THIS OFFICIAL STATEMENT, INCLUDING THE APPENDICES, MUST BE CONSIDERED IN ITS ENTIRETY. THE OFFERING OF THE 2026 REFUNDING BONDS IS MADE ONLY BY MEANS OF THIS ENTIRE OFFICIAL STATEMENT.

THIS OFFICIAL STATEMENT MAY BE AVAILABLE TO PROSPECTIVE PURCHASERS IN EITHER BOUND OR PRINTED FORMAT ("***ORIGINAL BOUND FORMAT***"), OR IN ELECTRONIC FORMAT FROM THE FOLLOWING WEBSITES: WWW.MCELWEEQUINN.COM AND WWW.EMMA.MSRB.ORG. THE ELECTRONIC MUNICIPAL MARKET ACCESS SYSTEM IS THE SOLE NATIONALLY RECOGNIZED MUNICIPAL SECURITIES INFORMATION REPOSITORY. PROSPECTIVE PURCHASERS MAY RELY ON THE INFORMATION CONTAINED IN THIS OFFICIAL STATEMENT IN THE ORIGINAL BOUND FORMAT OR ONLY IF SAVED IN FULL FROM SUCH WEBSITES; PROVIDED, HOWEVER, THAT PROSPECTIVE PURCHASERS SHOULD READ THE ENTIRE OFFICIAL STATEMENT (INCLUDING THE COVER PAGE, THE INSIDE FRONT COVER PAGE AND ALL APPENDICES ATTACHED HERETO) TO OBTAIN INFORMATION ESSENTIAL TO THE MAKING OF AN INFORMED INVESTMENT DECISION. IN THE EVENT OF ANY INCONSISTENCY BETWEEN THE ORIGINAL BOUND FORMAT AND THE ELECTRONIC FORMAT, THE ORIGINAL BOUND FORMAT SHALL CONTROL.

REFERENCES TO WEBSITE ADDRESSES PRESENTED HEREIN, INCLUDING THE COMMISSION'S WEBSITE OR ANY OTHER WEBSITE CONTAINING INFORMATION ABOUT THE COMMISSION OR ANY THIRD PARTY ARE FOR INFORMATIONAL PURPOSES ONLY AND MAY BE IN THE FORM OF A HYPERLINK SOLELY FOR THE READER'S CONVENIENCE. UNLESS SPECIFIED OTHERWISE, SUCH WEBSITES AND THE INFORMATION OR LINKS CONTAINED THEREIN ARE NOT INCORPORATED INTO, AND ARE NOT PART OF, THIS OFFICIAL STATEMENT FOR ANY PURPOSE INCLUDING FOR PURPOSES OF RULE 15c2-12 PROMULGATED BY THE SEC PURSUANT TO THE SECURITIES EXCHANGE ACT OF 1934.

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OFFICIAL STATEMENT

PENNSYLVANIA TURNPIKE COMMISSION

$169,335,000 Turnpike Subordinate Revenue Refunding Bonds, Third Series of 2026

and

$87,075,000 Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Refunding Bonds, Second Series of 2026

INTRODUCTION

This Official Statement, which includes the cover page, the inside front cover page, and the Appendices hereto, is furnished by the Pennsylvania Turnpike Commission (the "***Commission***") in connection with the proposed issuance of $169,335,000 Pennsylvania Turnpike Commission Turnpike Subordinate Revenue Refunding Bonds, Third Series of 2026 (the "***2026 Subordinate Revenue Refunding Bonds***") and $87,075,000 Pennsylvania Turnpike Commission Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Refunding Bonds, Second Series of 2026 (the "***2026 Special Revenue Refunding Bonds***" and together with the 2026 Subordinate Revenue Refunding Bonds, the "***2026 Refunding Bonds***").

Certain information concerning the Commission is attached hereto as APPENDIX A. Audited financial statements of the Commission for the years ended May 31, 2025 and May 31, 2024 are attached hereto as APPENDIX B. A summary of certain provisions and defined terms in the Subordinate Indenture (as defined herein) is attached hereto as APPENDIX C. A summary of certain provisions and defined terms in the Senior Indenture (as defined herein) is attached hereto as APPENDIX D. The form of the opinions of Co-Bond Counsel to be delivered in connection with the issuance of the 2026 Refunding Bonds is attached hereto as APPENDIX E. A table setting forth the total debt service requirements for the Senior Revenue Bonds (as defined herein), the Subordinate Revenue Bonds (as defined herein) and the Special Revenue Bonds (as defined herein) is attached hereto as APPENDIX F. The Traffic Study (as defined herein) prepared by CDM Smith is attached hereto as APPENDIX G. The form of the Continuing Disclosure Agreement (as defined herein) to be executed and delivered by the Commission in connection with the issuance of the 2026 Refunding Bonds is attached hereto as APPENDIX H. Attached as APPENDIX I is certain information regarding the Motor License Fund.

The Pennsylvania Turnpike 2023 Traffic and Revenue Forecast Study prepared by CDM Smith dated May 31, 2023 (the ***"2023 Traffic Study"***) has been updated by three "bring down" letters developed by CDM Smith dated March 22, 2024 (the ***"March 2024 Bring Down Letter"***), April 11, 2025 (the ***"April 2025 Bring Down Letter"***) and April 27, 2026 (the ***"April 2026 Bring Down Letter"*** and together with the 2023 Traffic Study, the March 2024 Bring Down Letter, and the April 2025 Bring Down Letter, collectively, the ***"Traffic Study"***). The Traffic Study covers Fiscal Years 2026 through 2056 (the ***"Forecast Period"***). For further information about the Traffic Study, see "PENNSYLVANIA TURNPIKE SYSTEM - Traffic Study" herein, "TRAFFIC STUDY" in APPENDIX A, and APPENDIX G – "TRAFFIC STUDY". The Traffic Study should be read in its entirety.

If and when included in this Official Statement, the words "expects," "plans," "forecasts," "projects," "intends," "anticipates," "estimates," "assumes" and analogous expressions are intended to identify forward-looking statements, and any such statements inherently are subject to a variety of risks and uncertainties that

could cause actual results to differ materially from those that have been projected. Such risks and uncertainties, which could affect the amount of tolls and other revenue collected by the Commission, include, among others, changes in economic conditions and various other events, conditions and circumstances, many of which are beyond the control of the Commission. Such forward-looking statements speak only as of the date of this Official Statement. The Commission disclaims any obligation or undertaking to release publicly any updates or revision to any forward-looking statement contained herein to reflect any changes in the Commission's expectations with regard thereto or any change in events, conditions or circumstances on which any such statement is based.

All capitalized terms not otherwise defined herein shall have the same meanings ascribed to them in the definitions set forth in APPENDIX C – "SUMMARY OF CERTAIN PROVISIONS OF AND DEFINED TERMS IN THE SUBORDINATE INDENTURE – DEFINITIONS OF CERTAIN TERMS" and APPENDIX D – "SUMMARY OF CERTAIN PROVISIONS OF AND DEFINED TERMS IN THE SENIOR INDENTURE – DEFINITIONS OF CERTAIN TERMS" attached hereto. All references herein to the Enabling Acts (as defined herein), the 2026 Refunding Bonds, the Subordinate Indenture, the Senior Indenture, the Escrow Deposit Agreement (as defined herein) and the Continuing Disclosure Agreement (as defined herein) are qualified in their entirety by reference to the complete texts thereof. Copies of drafts of such documents, except for the Enabling Acts, may be obtained during the initial offering period from the respective principal offices of the Underwriters and, thereafter, executed copies may be obtained from Computershare Trust Company, N.A., as successor trustee (the *"**Trustee**"*). All statements in this Official Statement involving matters of opinion, estimates, forecasts, projections or the like, whether or not expressly so stated, are intended as such and not as representations of fact. No representation is made that any of such statements will be realized.

Pennsylvania Turnpike Commission

The Commission is an instrumentality of the Commonwealth of Pennsylvania (the "***Commonwealth***") created by the Enabling Acts, with the power to construct, operate and maintain the System (as defined herein) and to perform other functions authorized by Act 44 (as defined herein). Its composition, powers, duties, functions, duration, and all other attributes are derived from the Enabling Acts, as amended, and supplemented from time to time. See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION." Except as provided therein, the Enabling Acts may be modified, extended, suspended, or terminated at any time by further legislation. See "INVESTMENT CONSIDERATIONS" herein.

Subordinate Indenture and Enabling Acts

The 2026 Refunding Bonds are being issued pursuant to a Supplemental Trust Indenture No. 43 dated as of October 1, 2026 ("***Supplemental Indenture No. 43***"), as a supplement to the Subordinate Trust Indenture dated as of April 1, 2008, as previously amended and supplemented (the "***Original Indenture***," and together with Supplemental Indenture No. 43, the "***Subordinate Indenture***"), between the Commission and the Trustee, all pursuant to and authorized by an Act of the General Assembly of Pennsylvania approved July 18, 2007, P.L. 169, No. 44 ("***Act 44***"), and various Acts of the General Assembly approved on several dates, including the Act of May 21, 1937, P.L. 774, Act 211; the Act of May 24, 1945, P.L. 972; the Act of February 26, 1947, P.L. 17; the Act of May 23, 1951, P.L. 335; the Act of August 14, 1951, P.L. 1232; the Act of September 30, 1985, P. L. 240, No. 61, to the extent not repealed by Act 44; the Act of August 5, 1991, P.L. 238, No. 26 and the Act of November 25, 2013, P.L. 974, No. 89 ("***Act 89***") (collectively, the "***Enabling Acts***"), and a Resolution adopted by the Commission on September 2, 2025 (the "***Bond Resolution***").

Refunding Plan

The net proceeds from the sale of the 2026 Subordinate Revenue Refunding Bonds, together with other legally available funds of the Commission, will be applied to finance the costs of (a) defeasing and redeeming all or a portion of the Subordinate Revenue Refunded Bonds (as defined herein), and (b) paying the costs of issuing the 2026 Subordinate Revenue Refunding Bonds. The net proceeds from the sale of the 2026 Special Revenue Refunding Bonds, together with other legally available funds of the Commission, will be applied to finance the costs of (a) defeasing and redeeming all or a portion of the Special Revenue Refunded Bonds (as defined herein), and (b) paying the costs of issuing the 2026 Special Revenue Refunding Bonds. See "REFUNDING PLAN" and "ESTIMATED SOURCES AND USES OF FUNDS" herein.

Security

THE 2026 REFUNDING BONDS ARE LIMITED OBLIGATIONS OF THE COMMISSION PAYABLE FROM THE COMMISSION PAYMENTS AND OTHER SOURCES SET FORTH IN THE SUBORDINATE INDENTURE AND SHALL NOT BE DEEMED TO BE A DEBT OF THE COMMONWEALTH OR A PLEDGE OF THE FULL FAITH AND CREDIT OF THE COMMONWEALTH. THE COMMONWEALTH IS NOT OBLIGATED TO LEVY OR PLEDGE ANY FORM OF TAXATION WHATSOEVER FOR THE 2026 REFUNDING BONDS OR TO MAKE ANY APPROPRIATION FOR THE PAYMENT OF ANY OF THE 2026 REFUNDING BONDS. THE COMMISSION HAS NO TAXING POWER.

THE 2026 REFUNDING BONDS AND ALL OTHER SUBORDINATE INDENTURE BONDS ARE SUBORDINATED IN RIGHT OF PAYMENT TO THE PRIOR RIGHT OF PAYMENT OF ALL SENIOR INDENTURE PARITY OBLIGATIONS. THE PAYMENT OF THE 2026 REFUNDING BONDS AND ALL OTHER SUBORDINATE INDENTURE BONDS IS DEPENDENT UPON THE SUFFICIENCY OF FUNDS AVAILABLE TO BE RELEASED FROM THE SENIOR INDENTURE AFTER REPLENISHING ANY DEFICIENCY IN FUNDS ESTABLISHED UNDER THE SENIOR INDENTURE AND THE PAYMENT OF ALL AMOUNTS DUE IN RESPECT OF THE SENIOR INDENTURE PARITY OBLIGATIONS AS PROVIDED IN THE SENIOR INDENTURE, ALL AS FURTHER DESCRIBED HEREIN.

The 2026 Subordinate Revenue Refunding Bonds will be equally and ratably secured, along with other outstanding and additional Subordinate Revenue Bonds (herein defined) and certain other parity obligations (described herein), and the 2026 Special Revenue Refunding Bonds will be equally and ratably secured, along with other outstanding and additional Special Revenue Bonds (herein defined) and certain other parity obligations (described herein), pursuant to the pledge by the Commission of the Trust Estate (herein described) under the Subordinate Indenture. The Trust Estate pledged under the Subordinate Indenture to the Trustee for the benefit of the 2026 Refunding Bonds, together with all outstanding and all additional Subordinate Indenture Bonds (herein described) and parity obligations, includes, among other things, Commission Payments (herein defined). Commission Payments are paid from the General Reserve Fund (herein defined) after the payment of all outstanding Senior Indenture Parity Obligations (herein defined) issued under the Senior Indenture (herein defined), and thus the 2026 Refunding Bonds and all other Subordinate Indenture Bonds are subordinate to the payment of such Senior Indenture Parity Obligations. As more fully described herein, the 2026 Special Revenue Refunding Bonds are subordinate to the 2026 Subordinate Revenue Refunding Bonds and to all other Subordinate Revenue Bonds issued or to be issued under the Subordinate Indenture. However, under certain circumstances, payments of the 2026 Special Revenue Refunding Bonds for which funds are not available in the Commission Payments Fund (herein defined) may be made pursuant to Act 44 from funds transferred to the Trustee from the Commonwealth's Motor License Fund (described herein). The 2026 Subordinate Revenue Refunding Bonds are not payable from funds transferred from the Commonwealth's Motor License Fund. See "SECURITY FOR THE 2026 REFUNDING BONDS" herein and "APPENDIX C

– SUMMARY OF CERTAIN PROVISIONS OF AND DEFINED TERMS IN THE SUBORDINATE INDENTURE" and "APPENDIX D – SUMMARY OF CERTAIN PROVISIONS OF AND DEFINED TERMS IN THE SENIOR INDENTURE" attached hereto.

Security for the 2026 Subordinate Revenue Refunding Bonds.

The 2026 Subordinate Revenue Refunding Bonds are being issued under the Subordinate Indenture as "Revenue Bonds" (referred to for purposes of this Official Statement as "***Subordinate Revenue Bonds***") and will be equally and ratably secured, along with each other series of Subordinate Revenue Bonds issued pursuant to the Subordinate Indenture and certain other obligations incurred as "Revenue Bonds Parity Obligations" under the Subordinate Indenture (referred to for purposes of this Official Statement as "***Subordinate Revenue Bonds Parity Obligations***"), by a pledge by the Commission of the Trust Estate consisting primarily of Commission Payments which are derived from amounts released from the General Reserve Fund established under the Senior Indenture (the "***General Reserve Fund***") after the payment of all Senior Indenture Parity Obligations (as defined in APPENDIX D) issued under the Amended and Restated Trust Indenture, originally dated as of July 1, 1986 and amended and restated as of March 1, 2001 (as it has been and may be further amended, supplemented or replaced, the "***Senior Indenture***"), between the Commission and U.S. Bank Trust Company, National Association, as successor trustee (the "***Senior Trustee***"), relating to the Commission's mainline toll revenue bonds. All Commission Payments released from the General Reserve Fund under and pursuant to the terms of the Senior Indenture are deposited into the Commission Payments Fund under the Subordinate Indenture and are available for the payment of all the 2026 Refunding Bonds and all other Subordinate Revenue Bonds, Parity Obligations and all Special Revenue Bond Parity Obligations (as defined in APPENDIX C) (which Special Revenue Bond Parity Obligations are subordinate with respect to their claims on Commission Payments in terms of payment of debt service thereon and restoration of any deficiency in the Debt Service Reserve Fund relating thereto), all in accordance with the Subordinate Indenture.

The 2026 Subordinate Revenue Refunding Bonds are Debt Service Reserve Fund Bonds for the purpose of the Subordinate Indenture and, accordingly, are secured by moneys on deposit in the Debt Service Reserve Fund as more fully described herein. For information regarding the Commission's outstanding Subordinate Revenue Bonds, Senior Indenture Parity Obligations and other obligations issued and outstanding under the Subordinate Indenture, the Senior Indenture and otherwise see APPENDIX A - "THE PENNSYLVANIA TURNPIKE COMMISSION – COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS" attached hereto. See "SECURITY FOR THE 2026 REFUNDING BONDS" herein and APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – THE COMMISSION – ENABLING ACTS – *Act 44 and the Act 44 Funding Agreement, Act 89 and Act 89 Amendments*" attached hereto. **The Debt Service Reserve Fund does not secure the 2026 Special Revenue Refunding Bonds.**

See "SECURITY FOR THE 2026 REFUNDING BONDS — 2026 Subordinate Revenue Refunding Bonds —General " and "—Subordinate Revenue Bonds" for a description of the Subordinate Revenue Bonds.

Security for the 2026 Special Revenue Refunding Bonds

The 2026 Special Revenue Refunding Bonds are being issued under the Subordinate Indenture as "Special Revenue Bonds" (referred to in this Official Statement as "***Special Revenue Bonds***") which are subordinate to the Senior Indenture Parity Obligations, the 2026 Subordinate Revenue Refunding Bonds and all other Subordinate Revenue Bonds Parity Obligations. Under certain circumstances, payments on the 2026 Special Revenue Refunding Bonds for which funds are not available in the Commission Payments Fund may be paid, pursuant to Act 44, from funds transferred to the Trustee from the Commonwealth's Motor License Fund (described herein). The 2026 Special Revenue Refunding Bonds will be equally and ratably secured,

along with each other series of Special Revenue Bonds issued pursuant to the Subordinate Indenture and any other obligations incurred as "Special Revenue Bonds Parity Obligations" under the Subordinate Indenture.

The 2026 Special Revenue Refunding Bonds, and all other outstanding Special Revenue Bonds, are secured by the Special Revenue Bonds Receipts Account and by the Special Revenue Bonds Funded Debt Service Sub-Account created within the Special Revenue Bonds Account of the Debt Service Fund created under the Subordinate Indenture.

See "SECURITY FOR THE 2026 REFUNDING BONDS — 2026 Special Revenue Refunding Bonds- General" and "—Special Revenue Bonds" for a description of the Special Revenue Bonds. See also APPENDIX I — "CERTAIN INFORMATION REGARDING COMMONWEALTH MOTOR LICENSE FUND."

DESCRIPTION OF THE 2026 REFUNDING BONDS

General

The 2026 Refunding Bonds are being issued by the Commission pursuant to the Enabling Acts, the Bond Resolution, and the Subordinate Indenture and will be dated the date of their issuance and delivery.

THE 2026 REFUNDING BONDS ARE NOT SUBJECT TO ACCELERATION UPON THE OCCURRENCE OF AN EVENT OF DEFAULT.

The 2026 Refunding Bonds will bear interest at fixed rates and will mature, subject to prior redemption, on the dates and in the amounts set forth on the inside front cover page of this Official Statement.

Interest on the 2026 Refunding Bonds will accrue from their date of delivery and will be payable semiannually to maturity (or earlier redemption) on June 1 and December 1, commencing on June 1, 2027 (each an "***Interest Payment Date***" with respect to the 2026 Refunding Bonds).

The 2026 Subordinate Revenue Refunding Bonds maturing on December 1, 2033 with CUSIP number 709225WH5 are to be issued as Balloon Indebtedness as defined in the Subordinate Indenture (the "***2026 Balloon Bond***"). The Commission expects to refinance such 2026 Balloon Bond on or prior to its stated maturity date. The calculation of the Annual Debt Service associated with the 2026 Balloon Bond will be made in accordance with the provisions relating to Balloon Indebtedness set forth in the Subordinate Indenture.

The 2026 Refunding Bonds will be issued in fully registered form in denominations of $5,000 or any integral multiple thereof. As provided in the Subordinate Indenture, the principal or redemption price of the 2026 Refunding Bonds is payable at the designated trust office of the Trustee (initially its corporate trust office located in Philadelphia, Pennsylvania). Interest on the 2026 Refunding Bonds shall be paid to the person whose name appears on the bond registration books of the Trustee as the holder thereof as of the close of business on the Record Date for each Interest Payment Date. Payment of the interest on the 2026 Refunding Bonds shall be made by check mailed to such holder at its address as it appears on such registration books or, upon the written request of any holder of at least $1,000,000 in aggregate principal amount of 2026 Refunding Bonds, submitted to the Trustee no later than ten (10) Business Days prior to the Record Date, by wire transfer in immediately available funds to an account within the United States designated by such holder.

Defaulted Interest with respect to any 2026 Refunding Bond shall cease to be payable to the Owner of such 2026 Refunding Bond on the relevant Record Date and shall be payable to the Owner in whose name such 2026 Refunding Bond is registered at the close of business on the Special Record Date for the payment

of such Defaulted Interest. The Commission shall notify the Trustee in writing of the amount of Defaulted Interest proposed to be paid on each 2026 Refunding Bond and the date of the proposed payment (which date shall be such as will enable the Trustee to comply with the next sentence hereof), and shall deposit with the Trustee at the time of such notice an amount of money, in immediately available funds, equal to the aggregate amount proposed to be paid in respect of such Defaulted Interest or shall make arrangements satisfactory to the Trustee for such deposit prior to the date of the proposed payment; money deposited with the Trustee shall be held in trust for the benefit of the Owners of the 2026 Refunding Bonds entitled to such Defaulted Interest. Following receipt of such funds or upon satisfactory arrangement for the deposit of such funds, the Trustee shall fix a Special Record Date for the payment of such Defaulted Interest which shall be not more than fifteen (15) nor less than ten (10) days prior to the date of the proposed payment and not less than ten (10) days after the receipt by the Trustee of the notice of the proposed payment. The Trustee shall promptly notify the Commission of such Special Record Date and, in the name and at the expense of the Commission, shall cause notice of the proposed payment of such Defaulted Interest and the Special Record Date therefor to be mailed, first-class postage prepaid, to each Owner of a 2026 Refunding Bond entitled to such notice at the address of such owner as it appears on the Bond Register not less than ten (10) days prior to such Special Record Date.

Upon original issuance, the 2026 Refunding Bonds will be registered in the name of and held by Cede & Co., as registered holder, and nominee for DTC (as defined herein). The 2026 Refunding Bonds initially will be issued as one fully registered certificate for each maturity and interest rate of each series. Purchases of the 2026 Refunding Bonds will initially be made in book-entry form. See "DESCRIPTION OF THE 2026 REFUNDING BONDS – BOOK-ENTRY ONLY SYSTEM" herein. As long as the 2026 Refunding Bonds are registered in the name of DTC or its nominee, Cede & Co., payments of the principal of, redemption premium, if any, and interest on the 2026 Refunding Bonds, if any, will be paid directly to Cede & Co. by wire transfer by Computershare Trust Company, N.A., St. Paul, Minnesota, as Paying Agent, on each Interest Payment Date. While the book-entry only system is in effect, transfers, and exchanges of the 2026 Refunding Bonds will be effected through DTC's book-entry system.

DTC may determine to discontinue providing its service with respect to the 2026 Refunding Bonds at any time by giving notice to the Commission and discharging its responsibilities with respect thereto under applicable law, or the Commission may determine to discontinue the system of book-entry-only transfers through DTC (or a successor securities depository). Under such circumstances, 2026 Refunding Bonds will be authenticated and delivered as provided in the Subordinate Indenture to the Beneficial Owners of the 2026 Refunding Bonds, who shall then become the registered owners thereof.

Redemption of 2026 Refunding Bonds

The 2026 Refunding Bonds are subject to optional redemption as set forth below.

Optional Redemption of 2026 Subordinate Revenue Refunding Bonds

The 2026 Balloon Bond, being the 2026 Subordinate Revenue Refunding Bonds maturing on December 1, 2033 with CUSIP number 709225WH5 is subject to redemption prior to maturity at the option of the Commission at any time on or after June 1, 2033, as a whole or in part by lot at a redemption price equal to 100% of the principal amount thereof, plus accrued interest to the date fixed for redemption.

Optional Redemption of 2026 Special Revenue Refunding Bonds

The 2026 Special Revenue Refunding Bonds maturing on or after December 1, 2037, are subject to redemption prior to maturity at the option of the Commission at any time on or after December 1, 2036, as a whole or in part by lot at a redemption price equal to 100% of the principal amount thereof, plus accrued interest to the date fixed for redemption.

Selection of 2026 Refunding Bonds to be Redeemed

Any partial redemption of 2026 Refunding Bonds of a series may be in any order of maturity of such series and in any principal amount within a maturity of such series designated in writing by the Commission. The Commission shall be entitled to designate whether such payments shall be credited against principal amounts due at maturity with respect to such 2026 Refunding Bonds.

The portion of any 2026 Refunding Bond of such series to be redeemed shall be an Authorized Denomination (as defined in the Subordinate Indenture) or any multiple thereof and in selecting 2026 Refunding Bonds of such series for redemption, each 2026 Refunding Bond of such series shall be considered as representing that number of 2026 Refunding Bonds of such series which is obtained by dividing the principal amount of such 2026 Refunding Bond by the minimum Authorized Denomination. If a portion of a 2026 Refunding Bond of such series shall be called for redemption, a new 2026 Refunding Bond of the same maturity of such series in principal amount equal to the unredeemed portion thereof shall be issued to the bondholder thereof upon the surrender of such 2026 Refunding Bond. If for any reason the principal amount of 2026 Refunding Bonds of such series called for redemption would result in a redemption of 2026 Refunding Bonds of such series less than the Authorized Denomination, the Trustee, to the extent possible within the principal amount of such bonds to be redeemed, is authorized to adjust the selection of 2026 Refunding Bonds of such series for such purpose in order to minimize any such redemption.

So long as the 2026 Refunding Bonds are issued as book-entry bonds through the Securities Depository, the particular bonds of any maturity and interest rate of each series to be redeemed shall be selected by the Securities Depository in accordance with its stated procedures, or, otherwise, as determined by the Trustee by lot.

Notice of Redemption. The Trustee, at the expense of the Commission, shall send notice of any redemption, identifying the 2026 Refunding Bonds to be redeemed, the date fixed for redemption and the method and place of payment and the information set forth in the following paragraph, by first class mail to each holder of a 2026 Refunding Bond called for redemption to the holder's address listed on the Bond Register. Such notice shall be sent by the Trustee by first class mail between thirty (30) and sixty (60) days prior to the scheduled redemption date. While the 2026 Refunding Bonds are in the book-entry-only system, the Trustee is only required to provide notice to the Securities Depository pursuant to its stated procedures.

In addition to the foregoing, the redemption notice shall contain with respect to each 2026 Refunding Bond being redeemed (1) the series, (2) the CUSIP number, (3) the date of issue, (4) the interest rate, (5) the maturity date, and (6) any other descriptive information determined by the Trustee to be needed to identify the 2026 Refunding Bonds. If a redemption is a Conditional Redemption (as defined hereinafter), the notice shall so state. The Trustee also shall send each notice of redemption to (i) any Rating Agency then rating the 2026 Refunding Bonds of such series to be redeemed, (ii) all of the registered clearing agencies known to the Trustee to be in the business of holding substantial amounts of bonds of a type similar to the 2026 Refunding Bonds of such series, (iii) the Municipal Securities Rulemaking Board Electronic Municipal Market Access website and any similar entities which are required recipients by reason of continuing disclosure undertakings or regulatory requirements, such services to be identified by the Trustee, and (iv) one or more other national information services that disseminate notices of redemption of bonds such as the 2026 Refunding Bonds, such services to be identified by the Trustee.

In the case of an optional redemption of 2026 Refunding Bonds of a series, the notice may state (1) that it is conditioned upon the deposit of moneys, in an amount equal to the amount necessary to effect the redemption, with the Trustee no later than the date fixed for redemption or (2) that the Commission retains the right to rescind such notice at any time prior to the scheduled redemption date if the Commission delivers a certificate of a Commission Official to the Trustee instructing the Trustee to rescind the redemption notice (in

either case, a "***Conditional Redemption***"), and such notice and optional redemption shall be of no effect if such moneys are not so deposited or if the notice is rescinded.

If the Trustee gives an unconditional notice of redemption, then on the redemption date the 2026 Refunding Bonds of a series called for redemption will become due and payable. If the Trustee gives a conditional notice of scheduled redemption and holds money to pay the redemption price of the affected 2026 Refunding Bonds, then, on the redemption date, the 2026 Refunding Bonds of such series called for redemption will become due and payable. In either case, if on the scheduled redemption date the Trustee holds money to pay the 2026 Refunding Bonds of such series called for redemption, thereafter, no interest will accrue on those 2026 Refunding Bonds, such 2026 Refunding Bonds will no longer be outstanding under the Subordinate Indenture and a Holder's only right will be to receive payment of the redemption price upon surrender of those 2026 Refunding Bonds.

Purchase of 2026 Refunding Bonds at Any Time. The Trustee, upon the written request of the Commission, shall purchase 2026 Refunding Bonds of a series as specified by the Commission in the open market at a price not exceeding the price specified by the Commission. Such purchase of 2026 Refunding Bonds of such series shall be made with funds available under the Subordinate Indenture or provided by the Commission in such written request. Upon purchase by the Trustee, such 2026 Refunding Bonds shall be treated as delivered for cancellation under the terms of the Subordinate Indenture. Nothing in the Subordinate Indenture shall prevent the Commission from purchasing 2026 Refunding Bonds of a series in the open market without the involvement of the Trustee and delivering such 2026 Refunding Bonds to the Trustee for cancellation under the Subordinate Indenture. Any 2026 Refunding Bonds of such series purchased pursuant to the terms of the Subordinate Indenture which are subject to mandatory sinking fund redemption may be credited against future mandatory sinking fund redemption payments to be due thereon. The principal amounts of 2026 Refunding Bonds of such series to be redeemed by optional redemption may be reduced by the principal amount of 2026 Refunding Bonds of such series purchased by the Commission and delivered to the Trustee for cancellation at least fifteen (15) days prior to the last date on which notice of redemption can be mailed.

Registration, Transfer and Exchange

The Trustee shall act as initial registrar for the 2026 Refunding Bonds (the "***Bond Registrar***") and in such capacity shall maintain a register (the "***Bond Register***") for the registration and transfer of 2026 Refunding Bonds. Upon surrender of any 2026 Refunding Bonds at the designated office of the Trustee, as the Bond Registrar, together with an assignment duly executed by the current holder of such 2026 Refunding Bonds or such holder's duly authorized attorney or legal representative in such form as shall be satisfactory to the Trustee, such 2026 Refunding Bonds may be exchanged for an equal aggregate principal amount of 2026 Refunding Bonds of the same maturity, series, of Authorized Denominations and bearing interest at the same rate and in the same form as the 2026 Refunding Bonds surrendered for exchange, registered in the name or names designated on the assignment. The Commission shall execute, and the Trustee shall authenticate any 2026 Refunding Bonds whose execution and authentication is necessary to provide for exchange of 2026 Refunding Bonds and the Commission may rely on a representation from the Trustee that such execution is required.

As long as the 2026 Refunding Bonds are "Book Entry Bonds" (as described in Article IV of the Supplemental Indenture No. 43), the Trustee shall follow the procedures of the Securities Depository with respect to the transfer or exchange of the 2026 Refunding Bonds. At such time as the 2026 Refunding Bonds are no longer Book Entry Bonds, the Trustee shall not be required to exchange or register the transfer of 2026 Refunding Bonds after giving notice calling such 2026 Refunding Bonds for redemption, in whole or in part.

The Trustee may make a charge to any Bondholder of a 2026 Refunding Bond requesting any exchange or registration in the amount of any tax or other governmental charge required to be paid with respect thereto and the Commission may charge such amount as it deems appropriate for each new 2026 Refunding Bond delivered upon such exchange or transfer, which charge or charges shall be paid before any new 2026 Refunding Bond shall be delivered.

Prior to due presentment for registration of transfer of any of 2026 Refunding Bond, the Trustee shall treat the Person shown on the Bond Register as owning a 2026 Refunding Bond as the 2026 Subordinate Bondholder and the Person exclusively entitled to payment of principal thereof, redemption premium, if any, and interest thereon, if any, and, except as otherwise expressly provided in the Subordinate Indenture, the exercise of all other rights and powers of the owner thereof, and neither the Commission, the Trustee nor any agent of the Commission or the Trustee shall be affected by notice to the contrary.

The Subordinate Indenture, and all provisions thereof, are incorporated by reference in the text of the 2026 Refunding Bonds, and the 2026 Refunding Bonds provide that each registered owner, Beneficial Owner, Participant or Indirect Participant (as each is defined below) by acceptance of a 2026 Refunding Bond (including receipt of a book-entry credit evidencing an interest therein) assents to all of such provisions as an explicit and material portion of the consideration running to the Commission to induce it to issue such 2026 Refunding Bond.

Book-Entry Only System

The Depository Trust Company ("***DTC***") will act as securities depository for the 2026 Refunding Bonds. The 2026 Refunding Bonds will be issued as fully-registered securities registered in the name of Cede & Co. (DTC's partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully-registered 2026 Refunding Bond certificate will be issued in the aggregate principal amount of each maturity of each series of the 2026 Refunding Bonds, and will be deposited with DTC.

DTC, the world's largest securities depository, is a limited-purpose trust company organized under the New York Banking Law, a "banking organization" within the meaning of the New York Banking Law, a member of the Federal Reserve System, a "clearing corporation" within the meaning of the New York Uniform Commercial Code, and a "clearing agency" registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.6 million issues of U.S. and non-U.S. equity issues, corporate and municipal debt issues, and money market instruments (from over 100 countries) that DTC's participants (the "***Direct Participants***") deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities through electronic computerized book-entry transfers and pledges between Direct Participants' accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly-owned subsidiary of The Depository Trust & Clearing Corporation ("**DTCC**"). DTCC is the holding company for DTC, National Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly (the "**Indirect Participants**"). DTC has a Standard & Poor's rating of AA+. The DTC Rules applicable to its Participants are on file with the SEC. More information about DTC can be found at www.dtcc.com.[*]

[*] The information contained on such website link is not incorporated by reference in this Official Statement.

Purchases of 2026 Refunding Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the 2026 Refunding Bonds on DTC's records. The ownership interest of each actual purchaser of each 2026 Refunding Bond ("***Beneficial Owner***") is in turn to be recorded on the Direct and Indirect Participants' records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the 2026 Refunding Bonds are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in 2026 Refunding Bonds, except in the event that use of the book-entry system for the 2026 Refunding Bonds is discontinued.

To facilitate subsequent transfers, all 2026 Refunding Bonds deposited by Direct Participants with DTC are registered in the name of DTC's partnership nominee, Cede & Co. or such other name as may be requested by an authorized representative of DTC. The deposit of 2026 Refunding Bonds with DTC and their registration in the name of Cede & Co. or such other nominee do not affect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the 2026 Refunding Bonds; DTC's records reflect only the identity of the Direct Participants to whose accounts such 2026 Refunding Bonds are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time. Beneficial Owners of 2026 Refunding Bonds may wish to take certain steps to augment transmission to them of notices of significant events with respect to the 2026 Refunding Bonds, such as redemptions, defaults, and proposed amendments to the security documents. For example, Beneficial Owners of 2026 Refunding Bonds may wish to ascertain that the nominee holding the 2026 Refunding Bonds for their benefit has agreed to obtain and transmit notices to Beneficial Owners, in the alternative, Beneficial Owners may wish to provide their names and addresses to the registrar and request that copies of the notices be provided directly to them.

Redemption notices shall be sent to DTC. If less than all of the 2026 Refunding Bonds within a maturity are being redeemed, DTC's practice is to determine by lot the amount of the interest of each Direct Participant in such maturity to be redeemed.

Neither DTC nor Cede & Co. (nor such other DTC nominee) will consent or vote with respect to the 2026 Refunding Bonds unless authorized by a Direct Participant in accordance with DTC's MMI Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to the Commission as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts the 2026 Refunding Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Payments of principal of, premium, if any, and interest on the 2026 Refunding Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts, upon DTC's receipt of funds and corresponding detail information from the Commission or the Trustee on payable dates in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Participant and not of DTC (nor its nominee), the Trustee or the Commission, subject to any statutory or regulatory requirements as may be in

effect from time to time. Payments of principal, premium, if any, and interest to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) are the responsibility of the Commission or the Trustee, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners will be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as securities depository with respect to the 2026 Refunding Bonds at any time by giving reasonable notice to the Commission or the Trustee. Under such circumstances, in the event that a successor securities depository is not obtained, 2026 Refunding Bond certificates are required to be printed and delivered.

The Commission may decide to discontinue use of the system of book-entry-only transfers through DTC (or a successor securities depository). In that event, 2026 Refunding Bond certificates will be printed and delivered to DTC.

The information in this section concerning DTC and DTC's book-entry system has been obtained from sources that the Commission believes to be reliable, but is not guaranteed as to accuracy or completeness by, and is not to be construed as a representation by, the Underwriters, the Trustee, or the Commission.

NEITHER THE COMMISSION NOR THE TRUSTEE WILL HAVE ANY RESPONSIBILITY OR OBLIGATION TO DIRECT OR INDIRECT PARTICIPANTS, BENEFICIAL OWNERS OR OTHER NOMINEES OF SUCH BENEFICIAL OWNERS FOR: (1) SENDING TRANSACTION STATEMENTS; (2) MAINTAINING, SUPERVISING OR REVIEWING, OR THE ACCURACY OF, ANY RECORDS MAINTAINED BY DTC OR ANY DIRECT OR INDIRECT PARTICIPANT OR OTHER NOMINEES OF SUCH BENEFICIAL OWNERS; (3) PAYMENT OR THE TIMELINESS OF PAYMENT BY DTC TO ANY DIRECT PARTICIPANT, OR BY ANY DIRECT OR INDIRECT PARTICIPANT OR OTHER NOMINEES OF BENEFICIAL OWNERS TO ANY BENEFICIAL OWNER, OF ANY AMOUNT DUE IN RESPECT OF THE PRINCIPAL OF OR REDEMPTION PREMIUM, IF ANY, OR INTEREST ON BOOK-ENTRY 2026 REFUNDING BONDS; (4) DELIVERY OR TIMELY DELIVERY BY DTC TO ANY DIRECT PARTICIPANT, OR BY ANY DIRECT OR INDIRECT PARTICIPANT OR OTHER NOMINEES OF BENEFICIAL OWNERS TO ANY BENEFICIAL OWNERS, OF ANY NOTICE (INCLUDING NOTICE OF REDEMPTION) OR OTHER COMMUNICATION WHICH IS REQUIRED OR PERMITTED UNDER THE TERMS OF THE SUBORDINATE INDENTURE TO BE GIVEN TO HOLDERS OR OWNERS OF BOOK-ENTRY 2026 REFUNDING BONDS; (5) THE SELECTION OF THE BENEFICIAL OWNERS TO RECEIVE PAYMENT IN THE EVENT OF ANY PARTIAL REDEMPTION OF BOOK-ENTRY 2026 REFUNDING BONDS; OR (6) ANY ACTION TAKEN BY DTC OR ITS NOMINEE AS THE REGISTERED OWNER OF BOOK-ENTRY 2026 REFUNDING BONDS.

In the event that the Book-Entry Only System is discontinued, and the Beneficial Owners become Registered Owners of the 2026 Refunding Bonds, the 2026 Refunding Bonds will be transferable in accordance with the provisions of the Subordinate Indenture.

PENNSYLVANIA TURNPIKE SYSTEM

The following provides a general description of the Pennsylvania Turnpike System and certain other information relating to operations of the Commission. Such information is not complete and is qualified by reference to the more complete information set forth in this Official Statement in APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION."

Overview of the System

The present Pennsylvania Turnpike System is composed of the following: (i) the 359-mile Turnpike Mainline traversing the southern portion of Pennsylvania from east to west; (ii) the 110-mile north/south section identified as the Northeast Extension; (iii) the approximately 16-mile north/south connection, known as the Beaver Valley Expressway which intersects the Turnpike Mainline in the southwestern portion of the Commonwealth; (iv) the approximately 13-mile Amos K. Hutchinson Bypass, which adjoins the Turnpike Mainline near the New Stanton Interchange; (v) the completed portion of the Mon/Fayette Expressway project totaling approximately 48 miles; (vi) a six-mile section of the Southern Beltway project from PA 60 to U.S. 22; and (vii) a 13-mile section of the Southern Beltway between U.S. 22 and Interstate Route 79, which opened in October 2021, leads to I-79 at the Allegheny-Washington County line. Such roads, together with any other roads for which the Commission has operational responsibility and is collecting Tolls (as defined herein), presently constitute the ***"System."***

The Turnpike Mainline connects with the Ohio Turnpike at its western terminus and with the New Jersey Turnpike at its eastern terminus. The Turnpike Mainline commences on the eastern boundary of Pennsylvania at the Delaware River Bridge which connects the System to the New Jersey Turnpike. The Turnpike Mainline traverses the Commonwealth in a westerly direction generally paralleling the southern border of the state immediately north of Philadelphia and south of Harrisburg to the vicinity of Somerset. West of Somerset, the highway follows a northwesterly direction to the northeast of Pittsburgh and to the Ohio state line, south of Youngstown, Ohio. See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – THE TURNPIKE SYSTEM – General."

The System has a total of 73 interchanges which connect it with major arteries and population centers in its 565-mile traffic corridor, of which 36 are located on the Turnpike Mainline, including barriers at the New Jersey and Ohio state lines, and 11 are situated on the Northeast Extension. The remaining 26 interchanges are located on the Beaver Valley Expressway, Amos K. Hutchinson Bypass, and completed segments of the Mon/Fayette Expressway and Southern Beltway.

There are 17 service plazas along the System providing gasoline and diesel fuel, other automotive supplies and services, and restaurant services. Compressed natural gas refueling and electric recharging services are now available at select locations along the System. See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – THE TURNPIKE SYSTEM – Interchanges and Service Plazas."

Toll Collection

The following information describes the infrastructure of the Commission's toll collection system. See "CERTAIN FINANCIAL INFORMATION – Toll Schedule and Rates" in APPENDIX A attached hereto for information regarding the Commission's toll rates.

The System currently uses an all-electronic, cashless system to collect tolls ("***All-Electronic Tolling***" or "***AET***"), using a combination of E-ZPass and Toll-By-Plate. The Commission has installed E-ZPass, a form of electronic toll collection, throughout the System. The benefits of E-ZPass include enhanced safety and convenience for users of the System, improved traffic flow and reduced congestion at the System's busiest interchanges. E-ZPass is available on the entire System. As of the date of this Official Statement, 19 other states have implemented E-ZPass technology and Commission E-ZPass customers are able to use E-ZPass when traveling in those states. The Commission has a contract, extending through 2027, with TransCore Company for the design, installation and maintenance of the E-ZPass system software and hardware and the operation of the E-ZPass Customer Service and Violations Processing Centers.

The Commission also offers E-ZPass customers the ability to participate in E-ZPass Plus, which allows customers to use their transponder to pay for parking at participating facilities.

Toll-By-Plate is supplemental to E-ZPass toll collections and utilizes technology where cameras read the license plates of all non-E-ZPass customers, as they pass through each toll gantry ("***Toll-By-Plate***" or "***TBP***"). The registered owner of the vehicle is then invoiced for the assessed tolls. With the partial conversion of the System to Open Road Tolling and the conversion of the entire System to an axle/height vehicle classification in January 2025, the Commission implemented a revised toll structure that results in TBP rates that are effectively double those for E-ZPass in order to provide continued coverage for the additional costs to operate the TBP system versus E-ZPass and to account for partial non-payment of tolls ("***Revenue Leakage***") associated with TBP. In addition to the additional charge on all Toll-By-Plate transactions, which was implemented to encourage increased use of E-ZPass and to offset estimated Revenue Leakage, the Commission continues to actively work to address Revenue Leakage due to All-Electronic Tolling through various initiatives that address customer behaviors and system improvement.

See "INVESTMENT CONSIDERATIONS – Collection Risk" herein and "THE TURNPIKE SYSTEM – Toll Collection" in APPENDIX A attached hereto for more information regarding AET toll collection and the Commission's efforts to mitigate Revenue Leakage.

On January 5, 2025, the Commission transitioned its toll collection to Open Road Tolling (***"ORT"***) on trips east of Reading and on the entire Northeast Extension. ORT is a safer, more convenient way of travel for customers. It is a cashless, free-flowing mode of collecting tolls that operates without traditional toll booths. In an ORT system, tolls are charged electronically on a segment based system as customers drive at highway speeds passing beneath overhead structures, called gantries. The gantries are located between interchanges and contain the cameras and electronic readers required for toll collection. Gantry construction west of Reading is currently underway and ahead of the scheduled January 2027 launch on the central and western Mainline System. Until ORT fully launches statewide on the Mainline System, tolls west of Reading where gantries are not yet operational will continue to be charged to a customer as an interchange-to-interchange trip like they were prior to ORT.

Although implementation of the ORT system has significantly altered the way in which relevant tolls are charged, there is expected to be no net revenue impact to the System. Under the segment-based system there is a toll gantry between each interchange, and drivers are charged a given rate at each gantry they pass through rather than one rate based on entry and exit points. As a result, the reported number of transactions on the ticket system has increased significantly although gross revenue is intended to remain unchanged on a system-wide basis. See Notes to TABLE II in APPENDIX A attached hereto for additional information regarding equivalent transactions. The segment-based system represents 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 portions of the Mainline System where ORT is active eliminate the need for related toll plazas at interchanges, which are being removed and will allow for free-flowing traffic akin to a traditional Interstate highway.

The operation of an AET toll collection system inherently involves many risks including, but not limited to, threats to the integrity and security of the Commission's information and technology. See "INVESTMENT CONSIDERATIONS – Cybersecurity Threats" herein and see "CERTAIN OTHER INFORMATION – Cybersecurity" in APPENDIX A attached hereto.

Revenue Sources of the Commission

The Commission's revenues are principally derived from three separate sources: (i) toll revenues from the operation of the System; (ii) revenue derived from a portion of the Commonwealth's Oil Franchise Tax; and (iii) revenue derived from a portion of the Commonwealth's vehicle registration fee revenues.

Toll Revenues. The largest part of the Commission's revenues is derived from the collection of all rates, rents, fees, charges, fines or other income derived by the Commission from the vehicular usage of the System and all rights to receive the same (as defined in the Senior Indenture, collectively the ***"Tolls"***). The Tolls are pledged to secure the Commission's outstanding turnpike revenue bonds issued under the Senior Indenture (collectively, the ***"Senior Revenue Bonds"***) and other parity and subordinate obligations issued under the Senior Indenture (including certain interest rate swap agreements), which are subject to or may be issued under the terms of the Senior Indenture.

Tolls are not pledged to secure the Subordinate Revenue Bonds (including the 2026 Subordinate Revenue Refunding Bonds), the Special Revenue Bonds (including the 2026 Special Revenue Refunding Bonds), the Oil Franchise Tax Revenue Bonds (as defined herein) and the Registration Fee Revenue Bonds (as defined herein). Certain payments made from moneys in the General Reserve Fund which are derived from Tolls are, however, pledged on a wholly subordinate basis to secure payments due on the Subordinate Revenue Bonds (including the 2026 Subordinate Revenue Refunding Bonds), and the Special Revenue Bonds (including the 2026 Special Revenue Refunding Bonds). See "INDEBTEDNESS OF THE COMMISSION – Subordinate Indenture Bonds" herein and "THE PENNSYLVANIA TURNPIKE COMMISSION – COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS" and " – CERTAIN OTHER INFORMATION – Financial Policies and Guidelines" in APPENDIX A attached hereto.

Since 2009, the Commission has implemented annual increases in toll rates and other charges, as well as modifications to its commercial discounts, and expects to continue to implement future toll increases as determined by the Commission to be necessary to meet the then existing debt, capital and operational obligations of the Commission, including its payment obligations under Act 44. For a discussion of the Commission's revenue sources, including current rates and tolls and forecasted toll rate increases, see APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – FINANCIAL PLAN" and "– CERTAIN FINANCIAL INFORMATION – Revenue Sources of the Commission" and " – Toll Schedule and Rates."

The Commission is permitted under the terms of the Senior Indenture to exclude certain roads, other than the Turnpike Mainline and the Northeast Extension, from the System for the purposes of the Senior Indenture which would exclude the toll revenues from such roads from the definition of "Tolls" under the Senior Indenture. However, the Commission has never excluded any roads from the System for such purpose under the Senior Indenture and currently has no plans to so exclude any roads from the System. In addition, under the Senior Indenture, the Commission has covenanted that it will not sell, lease or otherwise dispose of real estate or personal property comprising a portion of the System except upon compliance with the provisions of the Senior Indenture, including a determination by the Commission that the Net Revenues of the Commission will not be materially adversely affected. The Commission from time to time may consider various proposals that could involve the transfer or other disposition of Commission property. Any such transfer or disposition would be required to comply with the provisions of the Senior Indenture.

Turnpike Senior Revenue Bonds. As of the date of this Official Statement, the Commission has $7,830,360,000 in aggregate principal amount of Turnpike Senior Revenue Bonds Outstanding under the Senior Indenture.

Included in the principal amount Outstanding under the Senior Indenture as of the date of this Official Statement is $625,530,000 aggregate principal amount of variable rate obligations and $397,325,000 aggregate principal amount of direct purchase obligations. See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS – Direct Purchase Obligations" for a summary of direct purchase obligations of the Commission. See "INVESTMENT CONSIDERATIONS" herein.

Other obligations incurred and Outstanding under the Senior Indenture include the Commission's obligations under various interest rate swap agreements having a total current notional amount of $594,950,000 as of August 1, 2026.

Subordinate Revenue Bonds. As of the date of this Official Statement, the Commission has $5,635,131,296 in aggregate principal amount of Subordinate Revenue Bonds Outstanding under the Subordinate Indenture (including compounded amounts as of June 1, 2026, for Outstanding capital appreciation bonds). The foregoing amount includes $291,850,000 aggregate principal amount of floating rate notes constituting a direct purchase obligation. See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS – Commission Indebtedness – *Turnpike Subordinate Revenue Bonds*" attached hereto for more information. Upon the issuance of the 2026 Subordinate Revenue Refunding Bonds and the refunding and defeasance of the Subordinate Revenue Refunded Bonds, there will be $5,626,136,296 in aggregate principal amount of Subordinate Revenue Bonds Outstanding under the Subordinate Indenture (including compounded amounts as of June 1, 2026, for capital appreciation bonds)

Other obligations incurred and Outstanding under the Subordinate Indenture include the Commission's obligations under interest rate swap agreements having a notional amount of $444,975,000 as of August 1, 2026.

Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Bonds. As of the date of this Official Statement, the Commission has $913,526,194 in aggregate principal amount (including compounded amounts as of June 1, 2026, for capital appreciation bonds) of Special Revenue Bonds Outstanding, which are secured by Commission payments on a subordinate basis to the Subordinate Revenue Bonds. Upon the issuance of the 2026 Special Revenue Refunding Bonds and the refunding and defeasance of the Special Revenue Refunded Bonds, there will be $908,571,194 in aggregate principal amount (including compounded amounts as of June 1, 2026, for capital appreciation bonds) of Special Revenue Bonds Outstanding, which are secured by Commission Payments on a subordinate basis to the Subordinate Revenue Bonds and all other Subordinate Revenue Bonds Parity Obligations.

Oil Franchise Tax Revenues and Electric Vehicle Charge Commission Allocation. The Commission's second principal stream of revenues consists of the portion of the Commonwealth's oil franchise tax revenues allocated to the Commission (the "***Commission Allocation***"). The Commission also receives a separate statutory allocation of amounts collected from the Commonwealth's electric vehicle road user charge (the "***Electric Vehicle Charge Commission Allocation***"). The Commission Allocation and the Electric Vehicle Charge Commission Allocation are pledged as part of the trust estate securing the Commission's Oil Franchise Tax Revenue Bonds (the "***OFT Trust Estate***" and "***Oil Franchise Tax Revenue Bonds***," respectively). The statewide Oil Franchise Tax and electric vehicle road user charge are deposited into the Motor License Fund, from which the applicable allocations are made to the Commission. As of the date of this Official Statement, the Commission has $1,776,598,282 aggregate principal amount of Oil Franchise Tax Revenue Bonds Outstanding, including compounded amounts as of June 1, 2026. Such bonds have been issued to finance portions of the Mon/Fayette Expressway and the Southern Beltway and to refund previously issued Oil Franchise Tax Revenue Bonds. The Commission also has interest rate swap agreements relating to certain Oil Franchise Tax Revenue Bonds with an aggregate notional amount of $276,150,000 as of August 1, 2026.

Obligations under those agreements are secured by the OFT Trust Estate to the extent and with the priority provided in the applicable agreements. Except as otherwise expressly provided in the applicable financing documents, the OFT Trust Estate is not pledged to secure the 2026 Refunding Bonds, Turnpike Senior Revenue Bonds, other obligations under the Senior Indenture, Subordinate Indenture Bonds or Registration Fee Revenue Bonds. See APPENDIX A — "THE PENNSYLVANIA TURNPIKE COMMISSION — COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS — Commission Indebtedness — Oil Franchise Tax Revenue Bonds."

Registration Fee Revenues. The Commission's third principal stream of revenues consists of that portion of the Commonwealth's vehicle registration fee revenues (the ***"Registration Fee Revenues"***) allocated by statute to the Commission or the holders of any of the Commission's Registration Fee Revenue Bonds (the ***"Registration Fee Revenue Bonds"***). As of the date of this Official Statement, $251,905,000 in aggregate principal amount of the Commission's Registration Fee Revenue Bonds is outstanding. The Registration Fee Revenue Bonds, the proceeds of which were spent on portions of the Mon/Fayette Expressway and the Southern Beltway, are secured by and paid solely from the Commission's allocation of Registration Fee Revenues. In addition to the Outstanding Registration Fee Revenue Bonds, the Commission also has various interest rate swap agreements having a total current notional amount of $231,425,000 as of August 1, 2026, that are also secured by the Commission's allocation of Registration Fee Revenues. **The Registration Fee Revenues are not pledged to secure the Senior Revenue Bonds, the Subordinate Revenue Bonds (including the 2026 Subordinate Revenue Refunding Bonds), Special Revenue Bonds (including the 2026 Special Revenue Refunding Bonds), other obligations under the Senior Indenture or the Subordinate Indenture, or the Oil Franchise Tax Revenue Bonds.** See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS – Commission Indebtedness – *Registration Fee Revenue Bonds*" attached hereto for more information about the Commission's Outstanding Registration Fee Revenue Bonds."

Pennsylvania Legislation Affecting Transportation Funding

Pursuant to Act 89, the Commission's funding obligations under Act 44 changed significantly. Starting in Fiscal Year 2023, the Commission's obligation to provide annual Act 44/Act 89 Payments (as defined in APPENDIX A) to support the Commonwealth's transit capital, operating, multi-modal and other non-highway programs decreased from $450 million to $50 million. Pursuant to statute, all $50 million is required to be funded by current revenues of the Commission. For a discussion of these and other legislative changes and their impact on Act 44 and the Commission generally, see "INVESTMENT CONSIDERATIONS – Certain legislative actions may result in adverse changes to the Commission, Act 44, or Act 89" herein and see APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – THE COMMISSION – Enabling Acts" and "– Recent Developments and Legislation" attached hereto.

Traffic Study

The Traffic Study is attached hereto as APPENDIX G. Each of the 2023 Traffic Study, the March 2024 Bring Down Letter, the April 2025 Bring Down Letter and the April 2026 Bring Down Letter speaks only as of its respective date. In addition to incorporating an additional 13 months of actual data (through January 2026), and forecasted results for the period of Fiscal Year 2026 through Fiscal Year 2056, the April 2026 Bring Down letter also added data on the extension of the Mon-Fayette Expressway and a new interchange on the Turnpike Mainline at Lafayette Street, made a slight upward revision to discounts given and bad debt expense, revised socioeconomic variables, and adjusted the forecast to account for Phase 2 of the ORT system in January 2027.

The Traffic Study is not a guarantee of any future events or trends and contains material information, forecasts, findings, assumptions and conclusions concerning traffic volume and toll revenue on the System.

The Traffic Study contains certain "forward-looking statements" concerning the Commission's operations, performance and financial condition, including the Commission's future economic performance, plans and objectives. Such statements are based upon several assumptions and estimates which are subject to uncertainties, many of which are beyond the control of the Commission.

Additional details of the Traffic Study are discussed in "PENNSYLVANIA TURNPIKE SYSTEM - Traffic Study" in APPENDIX A. The Traffic Study is included as APPENDIX G hereto. The description in APPENDIX A and the full text of the Traffic Study included as APPENDIX G should be read in their entirety for additional information and a full description of the assumptions and methodologies used to develop the forecasts included in the Traffic Study.

Based on the Traffic Study and the Fiscal Year 2027 Financial Plan (as defined in APPENDIX A), which are both forward-looking reports, the Commission expects that it will have sufficient revenue to meet the debt, capital and operational obligations of the Commission in the current Fiscal Year and in future years. This expectation is based on several assumptions which include future annual toll increases throughout the Forecast Period of the Traffic Study. See "INVESTMENT CONSIDERATIONS" herein, and APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – FINANCIAL PLAN" and APPENDIX G – "TRAFFIC STUDY" attached hereto.

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REFUNDING PLAN

The net proceeds from the sale of the 2026 Subordinate Revenue Refunding Bonds, together with other legally available funds of the Commission, will be applied to finance the costs of (a) defeasing and redeeming all or a portion of the Subordinate Revenue Refunded Bonds, and (b) paying the costs of issuing the 2026 Subordinate Revenue Refunding Bonds (collectively, the "***2026 Subordinate Revenue Refunding Project***"). The net proceeds from the sale of the 2026 Special Revenue Refunding Bonds, together with other legally available funds of the Commission, will be applied to finance the costs of (a) defeasing and redeeming all or a portion of the Special Revenue Refunded Bonds, and (b) paying the costs of issuing the 2026 Special Revenue Refunding Bonds (collectively, the "***2026 Special Revenue Refunding Project***" and together with the 2026 Subordinate Revenue Refunding Project, the "***2026 Refunding Project***").

Refunded Bonds

A portion of the net proceeds of the 2026 Subordinate Revenue Refunding Bonds, together with other available funds of the Commission will be used to defease and redeem the Commission's outstanding (i) Turnpike Subordinate Revenue Refunding Bonds, Third Series of 2016, Sub-series A (as the same are referred to in the Issuer's Supplemental Trust Indenture No. 23 supplementing the Subordinate Indenture), and (ii) its Turnpike Subordinate Revenue Bonds, Series A of 2017 (as the same are referred to in the Issuer's Supplemental Trust Indenture No. 24 supplementing the Subordinate Indenture), described in the table below (collectively, the "***Subordinate Revenue Refunded Bonds***"):

Series	CUSIP*	Maturity/ Sinking Fund Redemption Date	Interest Rate	Serial or Term Bond	Par Amount
Third Series of 2016, Sub-series A	709224RD3	12/01/2027	5.000%	Serial	$21,550,000
Third Series of 2016, Sub-series A	709224RE1	12/01/2030	5.000	Serial	25,890,000
Third Series of 2016, Sub-series A	709224RF8	12/01/2031	5.000	Serial	5,820,000
Third Series of 2016, Sub-series A	709224RG6	12/01/2035	5.000	Serial	6,085,000
Third Series of 2016, Sub-series A	709224RH4	12/01/2036	5.000	Serial	16,915,000
Series A of 2017	709224UR8	12/01/2027	5.000	Serial	4,120,000
Series A of 2017	709224US6	12/01/2028	5.000	Serial	4,905,000
Series A of 2017	709224UT4	12/01/2029	5.000	Serial	5,740,000
Series A of 2017	709224UU1	12/01/2030	5.000	Serial	5,280,000
Series A of 2017	709224UV9	12/01/2031	5.000	Serial	6,615,000
Series A of 2017	709224UW7	12/01/2032	5.000	Serial	5,950,000
Series A of 2017	709224VB2	12/01/2042	5.500	2042 Term Bond	4,690,000
Series A of 2017	709224VC0	12/01/2043	5.500	2046 Term Bond	5,290,000
Series A of 2017	709224VC0	12/01/2044	5.500	2046 Term Bond	26,675,000
Series A of 2017	709224VC0	12/01/2045	5.500	2046 Term Bond	29,035,000
Series A of 2017	709224VC0	12/01/2046	5.500	2046 Term Bond	3,770,000

A portion of the net proceeds of the 2026 Special Revenue Refunding Bonds, together with other available funds of the Commission will be used to defease and redeem the Commission's outstanding (i) Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Bonds, Series A of 2013 (as the same are referred to in the Issuer's Supplemental Trust Indenture No. 14 supplementing the Subordinate Indenture), (ii)

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Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Bonds, Series A of 2014 (Convertible Capital Appreciation Bonds) (as the same are referred to in the Issuer's Supplemental Trust Indenture No. 16 supplementing the Subordinate Indenture), and (iii) its Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Refunding Bonds, First Series of 2016 (as the same are referred to in the Issuer's Supplemental Trust Indenture No. 23 supplementing the Subordinate Indenture), described in the table below (collectively, the "***Special Revenue Refunded Bonds***", and, together with the Subordinate Revenue Refunded Bonds, the "***Refunded Bonds***"):

Series	CUSIP*	Maturity/ Sinking Fund Redemption Date	Interest Rate	CCAB, Serial or Term Bond	Par Amount/Accreted Value of CCABs
Series A of 2013	7092236J5	12/01/2033	4.000%	Serial	$500,000
Series A of 2014	709224DW6	12/01/2027	4.500	CCAB Term 2034	1,605,000
Series A of 2014	709224DW6	12/01/2028	4.500	CCAB Term 2034	2,625,000
Series A of 2014	709224DW6	12/01/2030	4.500	CCAB Term 2034	830,000
Series A of 2014	709224DW6	12/01/2031	4.500	CCAB Term 2034	2,080,000
Series A of 2014	709224DW6	12/01/2032	4.500	CCAB Term 2034	3,595,000
Series A of 2014	709224DW6	12/01/2033	4.500	CCAB Term 2034	5,325,000
Series A of 2014	709224DW6	12/01/2034	4.500	CCAB Term 2034	2,920,000
Series A of 2014	709224DU0	12/01/2035	4.600	CCAB Term 2037	2,825,000
Series A of 2014	709224DU0	12/01/2036	4.600	CCAB Term 2037	1,320,000
Series A of 2014	709224DX4	12/01/2035	4.750	CCAB Term 2037	4,005,000
Series A of 2014	709224DX4	12/01/2037	4.750	CCAB Term 2037	12,900,000
Series A of 2014	709224DV8	12/01/2038	4.900	CCAB Term 2044	1,390,000
First Series of 2016	709224RS0	12/01/2027	5.000	Serial	8,640,000
First Series of 2016	709224RT8	12/01/2029	5.000	Serial	4,060,000
First Series of 2016	709224RU5	12/01/2030	5.000	Serial	20,265,000
First Series of 2016	709224RV3	12/01/2032	5.000	Serial	3,490,000
First Series of 2016	709224RW1	12/01/2033	5.000	Serial	2,650,000
First Series of 2016	709224RX9	12/01/2034	5.000	Serial	860,000
First Series of 2016	709224RY7	12/01/2035	5.000	Serial	5,355,000
First Series of 2016	709224RZ4	12/01/2036	5.000	Serial	4,790,000

To effect the defeasance and redemption, a portion of the proceeds of the 2026 Refunding Bonds will be deposited with the Trustee serving as escrow agent ("***Escrow Agent***") under an Escrow Deposit Agreement between the Commission and the Escrow Agent (the "***Escrow Agreement***") and will be used, together with certain other available funds, to purchase United States Treasury Obligations, State and Local Government Series (the "***Government Securities***"), the principal and interest to be received on which, together with any remaining cash balance, will be sufficient in time and amount to effect the redemption of the Refunded Bonds on December 1, 2026 (the "***Redemption Date***"), at a redemption price equal to 100% of the principal amount of such Refunded Bonds plus accrued interest thereon, pursuant to the respective optional redemption provisions of each Series of the Refunded Bonds. In accordance with the provisions of the Escrow Agreement, upon the deposit with the Escrow Agent, the Refunded Bonds will be defeased as provided in the Subordinate Indenture. See "VERIFICATION OF ARITHMETICAL COMPUTATIONS" herein.

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ESTIMATED SOURCES AND USES OF FUNDS

Sources:	2026 Subordinate Revenue Refunding Bonds	2026 Special Revenue Refunding Bonds	Total
Par Amount	$169,335,000.00	$87,075,000.00	$256,410,000.00
Plus Original Issue Premium	9,399,004.90	5,514,128.70	14,913,133.60
Other available Commission funds	4,248,933.33	1,669,510.83	5,918,444.16
TOTAL SOURCES	**$182,982,938.23**	**$94,258,639.53**	**$277,241,577.76**
Uses:			
Deposit to Escrow Account for Refunded Bonds	$181,719,788.06	$93,610,826.74	$275,330,614.80
Costs of Issuance [(1)]	1,263,150.17	647,812.79	1,910,962.96
TOTAL USES	**$182,982,938.23**	**$94,258,639.53**	**$277,241,577.76**

(1) Costs of Issuance include, but are not limited to, Underwriters' discount, Escrow Agent fees, Verification Agent (as defined herein) fees, legal fees, rating agency fees, printing expenses, Co-Financial Advisors' fees, Trustee fees, and other miscellaneous costs and expenses.

SECURITY FOR THE 2026 REFUNDING BONDS

2026 Subordinate Revenue Refunding Bonds – General

The 2026 Subordinate Revenue Refunding Bonds are limited obligations of the Commission. The 2026 Subordinate Revenue Refunding Bonds will be secured, along with the Commission's Outstanding Subordinate Revenue Bonds Parity Obligations under the Subordinate Indenture, except as otherwise noted below, by the pledge by the Commission to the Trustee of (1) the Commission Payments (as described below), (2) all moneys deposited into accounts or funds (other than the Rebate Fund, the Motor License Repayment Fund, the Special Revenue Bond Receipts Account, and the Special Revenue Bond Account (and all subaccounts therein) of the Debt Service Fund), created by the Subordinate Indenture and held by or on behalf of the Trustee, (3) any insurance proceeds and other moneys required to be deposited therein, (4) all payments received by the Commission pursuant to Parity Swap Agreements and (5) all investment earnings on all moneys held in accounts and funds established by the Subordinate Indenture (other than the Rebate Fund, the Motor License Repayment Fund, the Special Revenue Bond Receipts Account, and the Special Revenue Bond Account (and all subaccounts therein) of the Debt Service Fund) (collectively, the "***Trust Estate***"). "***Commission Payments***" consist of certain payments made by the Commission from funds on deposit in the General Reserve Fund established under the Senior Indenture to the extent such funds may be released from the General Reserve Fund in accordance with the terms of the Senior Indenture. The Subordinate Indenture does not create a lien on the General Reserve Fund. Under the Senior Indenture, holders of the Senior Indenture Parity Obligations are granted a lien on the Tolls, certain other revenues and funds established under the Senior Indenture, including the General Reserve Fund, and pledged by the Commission as part of the Senior Trust Estate (as defined in APPENDIX D). The Subordinate Indenture does not create any lien on Tolls or any other revenues or funds held or established under the Senior Indenture. See "SECURITY FOR THE 2026 REFUNDING BONDS — Commission Payments", and "— Rate Covenant" below.

The Subordinate Indenture further provides that the Commission may not issue Additional Subordinate Indenture Bonds nor incur other Parity Obligations except upon satisfaction of various requirements as

expressly provided in the Subordinate Indenture. See APPENDIX C – "SUMMARY OF CERTAIN PROVISIONS OF AND DEFINED TERMS IN THE SUBORDINATE INDENTURE" attached hereto.

The 2026 Subordinate Revenue Refunding Bonds are Debt Service Reserve Fund Bonds for the purpose of the Subordinate Indenture and, accordingly, are secured by money on deposit in the Debt Service Reserve Fund. Upon the issuance of the 2026 Subordinate Revenue Refunding Bonds, the balance on deposit in the Debt Service Reserve Fund will be sufficient to fulfill the Debt Service Reserve Fund Requirement of $398,563,607 under the Subordinate Indenture with respect to all outstanding Debt Service Reserve Fund Bonds, including the 2026 Subordinate Revenue Refunding Bonds.

2026 Special Revenue Refunding Bonds — General

The 2026 Special Revenue Refunding Bonds are limited obligations of the Commission and are secured, along with all Special Revenue Bonds and other Special Revenue Bonds Parity Obligations, by the Trust Estate under the Subordinate Indenture (other than the Motor License Repayment Fund, the Revenue Bonds Account of the Debt Service Fund and the Debt Service Reserve Fund and earnings thereon), but are junior and subordinate in right of payment to the 2026 Subordinate Revenue Refunding Bonds, all other Subordinate Revenue Bonds and all Subordinate Revenue Bonds Parity Obligations issued or to be issued under the Subordinate Indenture in that Commission Payments must be applied to all such obligations before being used to pay 2026 Special Revenue Refunding Bonds. If Commission Payments are not sufficient to make payments with respect to the Special Revenue Bonds, Act 44 directs the Treasurer of the Commonwealth to transfer certain funds from the Commonwealth's Motor License Fund to the Trustee to fund such payments. See "Special Revenue Bonds" below and APPENDIX I - "CERTAIN INFORMATION REGARDING COMMONWEALTH MOTOR LICENSE FUND."

The 2026 Special Revenue Refunding Bonds are not "Debt Service Reserve Fund Bonds" under the Subordinate Indenture and, therefore, the 2026 Special Revenue Refunding Bonds are not secured by the Debt Service Reserve Fund created under the Subordinate Indenture.

The 2026 Special Revenue Refunding Bonds, and all other outstanding Special Revenue Bonds, are secured by the Special Revenue Bonds Receipts Account and by the Special Revenue Bonds Funded Debt Service Sub-Account created within the Special Revenue Bonds Account of the Debt Service Fund under the Subordinate Indenture. Upon the issuance of the 2026 Special Revenue Refunding Bonds, the balance on deposit in the Special Revenue Bonds Funded Debt Service Sub-Account will be sufficient to fulfill the Special Revenue Bonds Funded Debt Service Sub-Account Requirement of $47,926,117 under the Subordinate Indenture with respect to all outstanding Special Revenue Bonds, including the 2026 Special Revenue Refunding Bonds. See "SECURITY FOR THE 2026 REFUNDING BONDS – 2026 Special Revenue Refunding Bonds" and "SECURITY FOR THE 2026 REFUNDING BONDS - Debt Service Fund" herein.

Limitation

TOLL REVENUES, OIL FRANCHISE TAX REVENUES AND REGISTRATION FEE REVENUES AS WELL AS OTHER SOURCES OF THE COMMISSION'S REVENUES ARE NOT PLEDGED UNDER THE SUBORDINATE INDENTURE AS PART OF THE TRUST ESTATE. THE TRUST ESTATE IS LIMITED TO FUNDS AVAILABLE AND TRANSFERRED TO THE TRUSTEE FROM THE GENERAL RESERVE FUND ESTABLISHED UNDER THE SENIOR INDENTURE AND CERTAIN OTHER AMOUNTS ON DEPOSIT WITH THE TRUSTEE. THE TRUST ESTATE AS DEFINED IN THE SUBORDINATE INDENTURE ALSO EXCLUDES ALL MONEYS HELD IN THE REBATE FUND ESTABLISHED UNDER THE SUBORDINATE INDENTURE.

THE 2026 REFUNDING BONDS ARE LIMITED OBLIGATIONS OF THE COMMISSION AND SHALL NOT BE DEEMED TO BE A DEBT OF THE COMMONWEALTH OR A PLEDGE OF THE FULL FAITH AND CREDIT OF THE COMMONWEALTH. THE COMMONWEALTH IS NOT OBLIGATED TO LEVY OR PLEDGE ANY FORM OF TAXATION WHATSOEVER THEREFOR OR TO MAKE ANY APPROPRIATION FOR THE PAYMENT OF ANY OF THE 2026 REFUNDING BONDS. THE COMMISSION HAS NO TAXING POWER.

Senior Revenue Bonds and Other Senior Parity Obligations

The Commission has issued and has outstanding Senior Revenue Bonds under the Senior Indenture. See APPENDIX A –"THE PENNSYLVANIA TURNPIKE COMMISSION – COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS" herein for more information about the Commission's outstanding Senior Revenue Bonds and other Senior Indenture Parity Obligations (as such term is defined in APPENDIX D), which include variable rate debt and interest rate swap agreements. The Commission may issue additional Senior Revenue Bonds subject to the terms and conditions of the Senior Indenture. THE PRINCIPAL OF, PREMIUM, IF ANY, AND INTEREST DUE AND PAYABLE ON ALL SUCH SENIOR REVENUE BONDS WILL BE PAID PRIOR TO THE PAYMENT OF COMMISSION PAYMENTS WITH RESPECT TO THE SUBORDINATE INDENTURE BONDS, INCLUDING THE 2026 REFUNDING BONDS, EXCEPT TO THE EXTENT ANY SPECIAL REVENUE BONDS ARE PAID FROM AMOUNTS TRANSFERRED TO THE TRUSTEE FROM THE MOTOR LICENSE FUND. See "SECURITY FOR THE 2026 REFUNDING BONDS – Commission Payments" herein.

In addition to the Outstanding Senior Revenue Bonds, the Commission has entered into various interest rate swap agreements that constitute Senior Indenture Parity Swap Agreements (as such term is defined in APPENDIX D). Under the terms of the Senior Indenture, amounts payable under Senior Indenture Parity Swap Agreements, including certain termination payments, are secured on a parity with the Senior Revenue Bonds by the Senior Trust Estate. Under the terms of the Senior Indenture, the Commission may enter into additional Senior Indenture Parity Swap Agreements. ALL AMOUNTS PAYABLE UNDER ALL SUCH SENIOR INDENTURE PARITY SWAP AGREEMENTS, INCLUDING CERTAIN TERMINATION PAYMENTS, WILL BE PAID BY THE COMMISSION PRIOR TO THE PAYMENT OF COMMISSION PAYMENTS WITH RESPECT TO THE SUBORDINATE INDENTURE BONDS, INCLUDING THE 2026 REFUNDING BONDS, EXCEPT TO THE EXTENT ANY SPECIAL REVENUE BONDS ARE PAID FROM AMOUNTS TRANSFERRED TO THE TRUSTEE FROM THE MOTOR LICENSE FUND. See "SECURITY FOR THE 2026 REFUNDING BONDS – Commission Payments" herein, and "THE PENNSYLVANIA TURNPIKE – CERTAIN FINANCIAL INFORMATION – Financial Policies and Guidelines" in APPENDIX A attached hereto.

Subordinate Revenue Bonds

Upon the fulfillment of conditions set forth in the Subordinate Indenture, the Commission may issue additional Subordinate Revenue Bonds under the terms of the Subordinate Indenture which will have an equal claim to the Trust Estate with the 2026 Refunding Bonds. However, all such additional Subordinate Revenue Bonds issued under the terms of the Subordinate Indenture shall be subordinate to the payment of all Senior Indenture Parity Obligations issued pursuant to the Senior Indenture. See APPENDIX C - "SUMMARY OF CERTAIN PROVISIONS OF AND DEFINED TERMS IN THE SUBORDINATE INDENTURE" attached hereto.

Special Revenue Bonds

Previously, under Act 44, the Commission was able to issue up to $5 billion of Special Revenue Bonds guaranteed by the Motor License Fund under Act 44 which are subordinate to the Parity Obligations issued

under the Senior Indenture, and to the Subordinate Revenue Bonds issued under the Subordinate Indenture. Act 44 authorizes the Commission to issue bonds for the purpose of paying costs of PennDOT (as defined herein) and bond-related expenses. Proceeds of such bonds may be applied toward the satisfaction of the Commission's annual payment obligations to PennDOT under the Funding Agreement, as amended (as such term is defined in the Supplemental Indenture). However, other than bonds issued to refund outstanding Special Revenue Bonds, pursuant to Act 89, effective July 1, 2014, Special Revenue Bonds may no longer be issued by the Commission to fund any portion of its payment obligation under the Funding Agreement, as amended. Special Revenue Bonds (including the 2026 Special Revenue Refunding Bonds) are subordinate to Subordinate Revenue Bonds (including the 2026 Subordinate Revenue Refunding Bonds) with respect to the Trust Estate, including Commission Payments, except with respect to the Special Revenue Bonds Receipts Account and the Special Revenue Bonds Account (including the subaccounts created therein) of the Debt Service Fund, all as further provided in the Subordinate Indenture. Special Revenue Bonds and Subordinate Revenue Bonds are collectively referred to herein as, "***Subordinate Indenture Bonds***."

The Commission may issue additional Special Revenue Bonds under the Subordinate Indenture (for purposes other than the payment to PennDOT pursuant to the annual payment obligations of PennDOT), which additional Special Revenue Bonds would be subordinate to the Subordinate Revenue Bonds but on parity with other Special Revenue Bonds Parity Obligations. In the event the Commission does not make a required deposit for payments of debt service on Special Revenue Bonds with the Trustee, such deposit is to be made from funds available for such purpose on deposit in the Commonwealth's Motor License Fund. The Commonwealth has no obligation to provide any funds, other than available funds on deposit in the Motor License Fund, for the payment of any Special Revenue Bonds. Pursuant to Act 89, Special Revenue Bonds may not be issued by the Commission to fund any portion of its annual payment obligation to PennDOT that commenced on or after July 1, 2014, although additional Special Revenue Bonds may be issued for refunding purposes or to fund any portion of the Commission's annual payment obligations that became due prior to July 1, 2014. See "THE PENNSYLVANIA TURNPIKE COMMISSION – THE COMMISSION – ENABLING ACTS − Statutory Limitations on the Incurrence of Special Revenue Bonds" in APPENDIX A for a more detailed discussion of Special Revenue Bonds and the Commission's reimbursement obligations related to withdrawals from the Motor License Fund.

In connection with the issuance by the Commission of the initial series of Special Revenue Bonds, a Memorandum of Agreement (the "***Memorandum of Agreement***") was executed by PennDOT, the Office of the Budget of the Commonwealth and the State Treasurer of the Commonwealth. In the Memorandum of Agreement, the State Treasurer agreed to create a separate account, designated the "***PTC Special Revenue Bonds Account***," within the Motor License Fund and to use its best efforts to maintain in such account an amount equal to the then maximum annual debt service on all outstanding Special Revenue Bonds (the "***Account Requirement***"). Although funds in such account are not pledged to the Trustee, the State Treasurer agrees in the Memorandum of Agreement not to use such account for any other purpose if other funds are available in the Motor License Fund. The Subordinate Indenture requires the Trustee to provide immediate notice to PennDOT, with a copy to the State Treasurer, of any failure by the Commission to make a required monthly deposit into the Commission Payments Fund with respect to the Special Revenue Bonds (a "***Required Monthly Deposit***") in full when due under the Subordinate Indenture. The Memorandum of Agreement provides that, before the end of the second business day following the day PennDOT receives such notice from the Trustee that the Commission has failed to timely make a Required Monthly Deposit and stating the amount of the shortfall, PennDOT shall prepare and deliver to the Pennsylvania Department of Transportation Comptroller in the Office of the Budget (the "***Comptroller***") a notice stating in what amount a payment shall be made to the Trustee on behalf of the Commission, which amount shall be equal to the amount of such shortfall. Before the end of the second business day following the Comptroller's receipt of the notice from PennDOT, the Comptroller shall prepare a pay dated voucher transmittal in the amount of the shortfall and deliver the voucher transmittal to the State Treasurer for payment. Before the end of the fourth business day following the State Treasurer's receipt of the voucher transmittal from the Comptroller, the State Treasurer

shall cause a wire transfer in the amount of the shortfall to be made to the Trustee from funds on deposit to the credit of the Motor License Fund, excluding the PTC Special Revenue Bonds Account. If funds are not available in the Motor License Fund to pay the Trustee, funds on deposit in the PTC Special Revenue Bonds Account shall be utilized. If the balance in the PTC Special Revenue Bonds Account is reduced below the Account Requirement, the State Treasurer agrees to cause the first moneys available from designated sources in the Motor License Fund to be deposited in such Account in order to restore the balance therein to the Account Requirement in the order of priority described in the Memorandum of Agreement (first, from the Liquid Fuels and Fuels Tax, second, from the Oil Company Franchise Tax, and third, from various vehicle registration fees and other miscellaneous fees and income).

In Act 44, the Commonwealth has pledged to each entity that acquires a Special Revenue Bond issued by the Commission that the Commonwealth will not limit or alter the rights vested in the Commission or the Trustee for the Special Revenue Bonds to the appropriation and distribution of the money in the Motor License Fund for the Special Revenue Bonds as described in Act 44. The appropriation of money in the Commonwealth's Motor License Fund in respect of Special Revenue Bonds issued by the Commission under Act 44 is continuing and non-lapsing.

The Commission covenants under the Subordinate Indenture, as required by Act 44, that (i) it will not issue Special Revenue Bonds in an aggregate amount exceeding $5,000,000,000, unless otherwise authorized by Act of the Pennsylvania General Assembly and (ii) it will not issue Special Revenue Bonds in an amount exceeding $600,000,000 in any calendar year unless otherwise authorized by Act of the Pennsylvania General Assembly. As stated above, Act 89 does not permit the issuance of Special Revenue Bonds to fund the Commission's payment obligation to PennDOT commencing July 1, 2014, but can be used for other lawful purposes.

In the event of an amendment to Act 44 or enactment of other legislation providing that the Motor License Fund will become the primary payment source for debt service on the Special Revenue Bonds, the Commission may elect to substitute the Motor License Fund for the Commission Payments as the primary source of payment of debt service on the Special Revenue Bonds; provided, however, that the Commission may make such election only if it (i) obtains confirmation from the rating agencies that such change will not adversely affect the ratings on the Special Revenue Bonds and on the Subordinate Revenue Bonds that remain outstanding after such change and (ii) causes to be delivered an opinion of Bond Counsel that such change will not adversely affect the exclusion from gross income for federal income tax purposes of interest on the Special Revenue Bonds.

The Commission covenants under the Subordinate Indenture that it will seek to enforce the covenants of the Commonwealth in Act 44 with respect to the Special Revenue Bonds and the Commonwealth's Motor License Fund. The Trustee may, and the Trustee upon receipt of written direction from the holders of not less than twenty-five percent (25%) in principal amount of the Special Revenue Bonds then outstanding and upon being indemnified to its satisfaction shall, institute and prosecute in a court of competent jurisdiction any appropriate action to enforce the covenants of the Commonwealth in Act 44.

The Commission covenants under the Subordinate Indenture that it will seek to continue the Commonwealth's Motor License Fund in full force and effect without change which would materially adversely affect the Special Revenue Bonds. The Commission shall take such action as may be desirable or necessary to prevent or remedy the occurrence of any such change by petitioning the Governor and the General Assembly and taking appropriate legal action.

Parity Swap Agreements

In addition to additional Subordinate Revenue Bonds and Special Revenue Bonds, the Commission is authorized under the terms of the Subordinate Indenture to enter into various interest rate exchange agreements that will constitute Parity Swap Agreements under the Subordinate Indenture. Under the terms of the Subordinate Indenture, amounts payable under Parity Swap Agreements entered into by the Commission, including certain termination payments, may be secured on a parity with Subordinate Indenture Bonds, including the 2026 Refunding Bonds. See APPENDIX C — "SUMMARY OF CERTAIN PROVISIONS OF AND DEFINED TERMS IN THE SUBORDINATE INDENTURE" attached hereto.

Rate Covenant

The Commission has agreed in the Subordinate Indenture that it will at all times establish and maintain schedules of Tolls for traffic over the System so that the Net Revenues of the System in each Fiscal Year will at all times be at least sufficient to provide funds in an amount not less than the sum required by the Senior Indenture and, in addition, so that the amount paid into the General Reserve Fund of the Senior Indenture in each Fiscal Year and for each Commission Payment, will at all times (after deducting any liquidity reserve or other required holdback or deposit then in effect, whether by contract or other management policy or procedure) be at least sufficient to provide funds in an amount not less than (i) 115% of the Annual Debt Service for such Fiscal Year on account of all Outstanding Subordinate Revenue Bonds and Subordinate Revenue Bonds Parity Obligations, plus (ii) 100% of the Annual Debt Service for such Fiscal Year on account of all Outstanding Special Revenue Bonds, Special Revenue Bonds Parity Obligations and Subordinated Indebtedness, plus (iii) any payment by the Commission required by the Subordinate Indenture for restoring any deficiency in the Debt Service Reserve Fund within an eighteen (18) month period (the "***Rate Covenant***").

The Commission Payments made from the Senior Trustee to the Trustee are based on the coverage levels established by the Rate Covenant described above; therefore, in each Fiscal Year the Commission has covenanted to transfer Commission Payments in amounts sufficient to meet its Rate Covenant as described above. Notwithstanding the provisions of the Rate Covenant, however, any balance in the Senior Indenture Revenue Fund which a Commission Official determines to be in excess of the amount required to be reserved therein for future transfers to the Senior Indenture Debt Service Fund (as herein defined) may be transferred to the General Reserve Fund. Once in the General Reserve Fund, moneys in excess of any amounts required to restore deficiencies in any funds and accounts established under the Senior Indenture are available, upon requisition, to make Commission Payments to the Trustee for the payment of Debt Service on Outstanding Subordinate Revenue Bonds and Subordinate Revenue Bonds Parity Obligations as well as Outstanding Special Revenue Bonds, Special Revenue Bonds Parity Obligations, and other Subordinated Indebtedness. See "SECURITY FOR THE 2026 REFUNDING BONDS — Certain Provisions of the Senior Indenture," and " — Commission Payments" herein, and APPENDIX A — "THE PENNSYLVANIA TURNPIKE COMMISSION — THE COMMISSION — ENABLING ACTS - Act 44 and the Act 44 Funding Agreement, Act 89 and the Act 89 Amendments, and Act 44 Payments to PennDOT for Roads, Bridges and Transit" attached hereto.

The Commission's failure to meet the Rate Covenant shall not constitute an Event of Default under the Subordinate Indenture if (i) no Event of Default under the Subordinate Indenture relating to payment due of debt service, or other amounts due on Subordinate Revenue Bonds, Special Revenue Bonds or any Subordinate Indenture Parity Obligation has occurred as a result of such failure and (ii) the Commission promptly after determining that the Rate Covenant was not met retains a Consultant (as defined therein) to make written recommendations as to appropriate revisions to the schedules of Tolls necessary or appropriate to meet the Rate Covenant and advises the Trustee in writing of such retention. Anything in the Subordinate Indenture to the contrary notwithstanding, if the Commission shall comply with the recommendations of the Consultant in respect of Tolls to the extent permitted by law, it will not constitute an Event of Default under

the provisions of the Subordinate Indenture if the Commission fails to meet the Rate Covenant during the succeeding Fiscal Year as long as no Event of Default under the Subordinate Indenture described in (i) above has occurred. If the Commission does not comply with the recommendations of the Consultant in respect of Tolls, the Trustee may, and upon the request of the holders of not less than 25% in principal amount of the Subordinate Indenture Bonds of any Class (as defined in APPENDIX C) then outstanding and upon being indemnified to its satisfaction shall, institute and prosecute in a court of competent jurisdiction any appropriate action to compel the Commission to revise the schedules of Tolls. The Commission covenants that it will adopt and charge Tolls in compliance with any final order or decree entered in any such proceeding.

In the event that the Consultant shall fail to file with the Commission such recommendations in writing within sixty (60) days after such retention, the Trustee may designate and appoint a different Consultant to make recommendations as to an adjustment of the schedules of Tolls, which recommendations shall be reported in writing to the Commission and to the Trustee within sixty (60) days after such retention. Such written report shall for all purposes be considered to be the equivalent of and substitute for the recommendations of the Consultant retained by the Commission.

In preparing its recommendations, the Consultant may rely upon written estimates of Revenues prepared by the other Consultants of the Commission. Copies of such written estimates signed by such Consultants shall be attached to such recommendations. The Commission has covenanted that promptly after receipt of such recommendations and the adoption of any revised schedules of Tolls, certified copies thereof will be filed with the Trustee.

The ability of the Commission to collect Tolls in an amount sufficient to comply with the Rate Covenant could be adversely affected by many factors, some of which are beyond the Commission's control. See "INVESTMENT CONSIDERATIONS" herein and APPENDIX A — "THE PENNSYLVANIA TURNPIKE COMMISSION — CERTAIN FINANCIAL INFORMATION — Toll Schedule and Rates" attached hereto.

The Commission has agreed in the Senior Indenture that Tolls will be classified in a reasonable way to cover all traffic, so that the Tolls may be uniform in application to all traffic falling within any reasonable class regardless of the status or character of any person, firm or corporation participating in the traffic; provided, however, that the foregoing shall not be interpreted to restrict the Commission's right, in its discretion in connection with its management of the System, to establish and maintain flexible Toll schedules including, but not limited to, provisions for utilizing or otherwise taking into account peak and nonpeak pricing, introductory pricing, weight, method of payment, frequency, carpooling, electronic Tolls or other new Toll collection technologies, traffic management systems, and similar classifications. The Commission has agreed that it shall not grant free passage or reduced Tolls within a class, except in the limited manner permitted by the Senior Indenture, which includes, among others, for operational or safety reasons including, but not limited to, reasons arising out of a work stoppage, work slowdown or work action, and for use by the Army, Air Force, Navy, Coast Guard, Marine Corps or National Guard or any branch thereof in time of war or other emergency. Any reduced Toll or grant of free passage shall be reviewed by the Commission with a Consultant before implementing the same unless the same is temporary (e.g., having a duration of less than one year).

In the event the Commission did not meet the rate covenant included in the Senior Indenture (the "***Senior Indenture Rate Covenant***") for the preceding Fiscal Year, any classification resulting in a reduced Toll or new classification shall be subject to a Consultant approving the same before it is implemented. In all events, the Commission shall not make a change in classification or any new classification which would cause the Commission to fail to meet the Senior Indenture Rate Covenant.

In addition, in the event the Commission does not meet the Senior Indenture Rate Covenant for the preceding Fiscal Year, any reduced Toll or free passage shall be subject to a Consultant approving the same

before it is implemented by the Commission unless the circumstances require immediate implementation, in which event the Commission shall obtain such approval promptly following implementation. In all events, the Commission shall not reduce Tolls or grant free passage if it would cause the Commission to fail to meet the Senior Indenture Rate Covenant.

The Commission's covenant as to uniformity of Tolls (pursuant to the Senior Indenture) shall not be construed as requiring that Tolls for any given class of traffic be identical in amount throughout the entire System for trips of approximately identical lengths. The Commission may fix and place in effect schedules of Tolls for any given class of traffic wherein the Tolls charged for travel on a given section of the System shall be different from the Tolls charged on another section of the System notwithstanding the fact that both of said sections may be of identical or approximately identical length.

Certain Provisions of the Senior Indenture

This discussion summarizes certain provisions of the Senior Indenture:

In addition to any other funds created by an indenture supplemental to the Senior Indenture, the following funds and accounts exist under the Senior Indenture: (a) a Construction Fund; (b) a Revenue Fund (herein, the "***Senior Indenture Revenue Fund***"); (c) a Debt Service Fund (herein, the "***Senior Indenture Debt Service Fund***"); (d) a Debt Service Reserve Fund (herein, the "***Senior Indenture Debt Service Reserve Fund***"); (e) a Reserve Maintenance Fund (herein, the "***Senior Indenture Reserve Maintenance Fund***"); (f) a General Reserve Fund; (g) a Supplemental Capital Fund; (h) a Rebate Fund (herein, the "***Senior Indenture Rebate Fund***"); and (i) an Operating Account to be held by the Commission in the name of the Commission outside of the Senior Indenture (herein, the "***Senior Indenture Operating Account***").

The Commission covenants that all Revenues (as defined in APPENDIX D hereto) will be deposited daily, as far as practicable, with the Senior Trustee or in the name of the Senior Trustee with a depositary or depositaries of the Senior Trustee, to the credit of the Senior Indenture Revenue Fund.

Except as otherwise provided in the Senior Indenture, transfers from the Senior Indenture Revenue Fund shall be made to the following funds and in the following order of priority:

(i) Senior Indenture Rebate Fund;

(ii) Senior Indenture Operating Account;

(iii) Senior Indenture Debt Service Fund;

(iv) Senior Indenture Reserve Maintenance Fund;

(v) Senior Indenture Debt Service Reserve Fund; and

(vi) General Reserve Fund (after retaining in the Senior Indenture Revenue Fund such funds identified by the Commission for future transfers to the Senior Indenture Debt Service Fund established under the Senior Indenture).

The Senior Trustee shall transfer from the Senior Indenture Revenue Fund on or before the last Business Day of each year (or more frequently if requested by a Commission Official) to the credit of the General Reserve Fund any funds which a Commission Official determines to be in excess of the amount required to be reserved therein for future transfers to the Senior Indenture Debt Service Fund.

Moneys in the General Reserve Fund may be expended by the Commission to restore deficiencies in any funds or accounts created under the Senior Indenture and, absent any such deficiency, for any of the following purposes, with no one item having priority over any of the others:

a. To purchase or redeem Senior Revenue Bonds;

b. To secure and pay the principal or redemption price of and interest on any Subordinated Senior Indenture Indebtedness (as defined in APPENDIX D);

c. To make payments into the Construction Fund established under the Senior Indenture;

d. To fund improvements, extensions, and replacements of the System; or

e. To further any corporate purpose.

The Senior Trustee is authorized under the Senior Indenture to apply moneys on deposit in the General Reserve Fund for any of such purposes upon receipt of a requisition signed by a Commission Official.

Under the terms of the Subordinate Indenture, the Commission covenants to instruct the Senior Trustee to pay to the Trustee out of the General Reserve Fund established under the Senior Indenture such amounts as are required by the Subordinate Indenture or by an indenture supplemental to the Subordinate Indenture to pay, at the times specified, debt service on all outstanding Subordinate Indenture Bonds (including the 2026 Refunding Bonds) and all Parity Obligations issued under the Subordinate Indenture. See "SECURITY FOR THE 2026 REFUNDING BONDS – Commission Payments" herein.

Balances in the General Reserve Fund may be applied in the future for capital expenditures of the Commission and for other general corporate purposes, including making Commission Payments as described below.

Pursuant to Supplemental Indenture No. 59, dated as of June 2, 2021, the Commission has established a Supplemental Capital Fund (the "***Supplemental Capital Fund***") under the Senior Indenture for deposit and disbursement of certain of the Commission's generally available Revenues for improvements, extensions and replacements to the System, or otherwise for any Project which may be identified by the Commission, and not otherwise funded, as set forth in the Commission's capital plans (collectively, the "Additional Capital Projects"). The Supplemental Capital Fund is pledged as part of the Trust Estate under the Senior Indenture and will be funded solely from such amounts as the Commission, in its sole and absolute discretion, may transfer to it from the General Reserve Fund. Proceeds of Bonds, other Parity Obligations and Subordinated Indebtedness (as such terms are defined in the Senior Indenture) will not be deposited in the Supplemental Capital Fund. Funds may not be requisitioned from the Supplemental Capital Fund for Additional Capital Projects if a deficiency exists in any of the funds and accounts established under the Senior Indenture. Notwithstanding any other provision of the Senior Indenture or the occurrence or continuation of any event or circumstance, moneys on deposit in the Supplemental Capital Fund: (i) will be transferred to the General Reserve Fund to the extent not needed to fund such Additional Capital Projects; and (ii) may be transferred to the General Reserve Fund, in such amounts, and from time to time, as the Commission, in its sole and absolute discretion, shall determine.

See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – CERTAIN FINANCIAL INFORMATION" and APPENDIX D – "SUMMARY OF CERTAIN PROVISIONS OF AND DEFINED TERMS IN THE SENIOR INDENTURE" attached hereto for more information about the General Reserve Fund, and the Supplemental Capital Fund.

Commission Payments

Pursuant to the terms of the Subordinate Indenture, the Commission covenants, after payment of all required debt service on all Senior Indenture Parity Obligations and Subordinated Senior Indenture Indebtedness issued under the Senior Indenture and subject to the provisions of the Senior Indenture, to pay to the Trustee, and to instruct the Senior Indenture Trustee to pay to the Trustee, out of the General Reserve Fund established under the Senior Indenture such amounts as are required by the Subordinate Indenture or by a supplemental indenture to the Subordinate Indenture to pay, at the times specified, required payments with respect to all bonds issued under the Subordinate Indenture, supplemental indentures to the Subordinate Indenture, and all Subordinate Indenture Parity Obligations issued thereunder. Such payments out of the General Reserve Fund shall only take on the character of being "Commission Payments," as described below, upon their transmittal to the Trustee, and nothing in the Subordinate Indenture shall be construed to create any lien on any amount while held in the General Reserve Fund.

Accordingly, the Commission shall instruct, or furnish a debt service schedule to, the Senior Trustee providing for the payment to the Trustee out of funds held in the General Reserve Fund of moneys to pay such amounts as are required by the Subordinate Indenture with respect to all outstanding bonds issued under the Subordinate Indenture, supplemental indentures to the Subordinate Indenture, and all Subordinate Indenture Parity Obligations issued thereunder and all other payments required thereunder at such times on such terms as are set forth in the Subordinate Indenture (collectively, the "***Commission Payments***").

In addition to other payments and General Reserve Fund withdrawals required under the Subordinate Indenture, the Commission shall withdraw, or arrange for the withdrawal, from the General Reserve Fund and deposit to the Commission Payments Fund created under the Subordinate Indenture and as defined and more particularly described below, the amounts hereinafter specified which shall be applied by the Trustee for the purposes for which the same shall be deposited:

a. On or before the first Business Day of each calendar month commencing on the first Business Day of the sixth month prior to the next succeeding Interest Payment Date, an amount which equals the amount necessary to pay, and for the purpose of paying, one-sixth (1/6) of 115% of the interest due on any Fixed Rate Bonds (or the monthly interest due on any Variable Rate Bonds) issued as Subordinate Revenue Bonds (including the 2026 Subordinate Revenue Refunding Bonds), on the next succeeding Interest Payment Date, such amount to be calculated based on the applicable Assumed Variable Rate for such Variable Rate Bonds, including any amount due to the Bond Insurer in respect thereto (or, in the case of the period from the date of issuance of such Fixed Rate Bonds or Variable Rate Bonds to the first Interest Payment Date for the applicable Fixed Rate Bonds or Variable Rate Bonds, a monthly amount equal to 115% of the interest amount owed on such first Interest Payment Date (to be calculated based on the applicable Assumed Variable Rate for such Variable Rate Bonds) divided by the number of months from the date of issuance of such Fixed Rate Bond or Variable Rate Bond to such first Interest Payment Date), which amount shall be deposited promptly in the Commission Payments Fund;

b. On or before the first Business Day of each calendar month commencing on the first Business Day of the twelfth month prior to the next succeeding principal payment date, an amount which equals one-twelfth (1/12) of the amount necessary to pay and for the purpose of paying, 115% of the principal amount (or Compounded Amount, if applicable) of any Fixed Rate Bonds or Variable Rate Bonds issued as Subordinate Revenue Bonds (including the 2026 Subordinate Revenue Refunding Bonds) maturing on the next succeeding maturity date (or, in the case of the period from the date of issuance of such Fixed Rate Bonds or Variable Rate Bonds to the first date on which principal (or Compounded Amount, if applicable) is due on such Fixed Rate Bonds or Variable Rate Bonds, a monthly amount equal to 115% of the principal amount (or Compounded

Amount, if applicable) owed on such first principal maturity date divided by the number of months from the date of issuance of such Fixed Rate Bond or Variable Rate Bond to such first principal maturity date), which amount shall be deposited promptly in the Commission Payments Fund;

c. On or before the first Business Day of each calendar month commencing on the first Business Day of the twelfth month prior to the next succeeding mandatory sinking fund installment date, an amount which equals one-twelfth (1/12) of the amount necessary to pay, and for the purpose of paying, 115% of the principal amount of any mandatory sinking fund installment of Fixed Rate Bonds or Variable Rate Bonds issued as Subordinate Revenue Bonds (including the 2026 Subordinate Revenue Refunding Bonds) payable on the next succeeding mandatory sinking fund installment date, which amount shall be deposited promptly in the Commission Payments Fund;

d. On or before the 10th calendar day of each calendar month commencing on the 10th calendar day of the sixth month prior to the next succeeding Interest Payment Date, but not before the payments required by clauses (a) through (c) above, an amount which equals the amount necessary to pay, and for the purpose of paying, one-sixth (1/6) of 100% of the interest due on any Fixed Rate Bonds (or the monthly interest due on such Variable Rate Bonds) issued as Special Revenue Bonds, on the next succeeding Interest Payment Date, such amount to be calculated based on the applicable Assumed Variable Rate for any Variable Rate Bonds, including any amount due to any Bond Insurer in respect thereto (or, in the case of the period from the date of issuance of such Fixed Rate Bonds or Variable Rate Bonds to the first Interest Payment Date for the applicable Fixed Rate Bonds or Variable Rate Bonds, a monthly amount equal to 100% of the interest amount owed on such first Interest Payment Date (to be calculated at the applicable Assumed Variable Rate for such Variable Rate Bonds) divided by the number of months from the date of issuance of such Fixed Rate Bond or Variable Rate Bond to such first Interest Payment Date), which amount shall be deposited promptly in the Commission Payments Fund;

e. On or before the 10th calendar day of each calendar month commencing on the 10th calendar day of the twelfth month prior to the next succeeding principal payment date, but not before the payments required by clauses (a) through (c) above, an amount which equals one-twelfth (1/12) of the amount necessary to pay, and for the purpose of paying, 100% of the principal amount of any Fixed Rate Bonds or Variable Rate Bonds issued as Special Revenue Bonds maturing on the next succeeding maturity date (or, in the case of the period from the date of issuance of such Fixed Rate Bonds or Variable Rate Bonds to the first date on which principal is due on such Fixed Rate Bonds or Variable Rate Bonds, a monthly amount equal to 100% of the principal amount (or Compounded Amount, if applicable) owed on such first principal maturity date divided by the number of months from the date of issuance of such Fixed Rate Bond or Variable Rate Bond to such first principal maturity date), which amount shall be deposited promptly in the Commission Payments Fund; and

f. On or before the 10th calendar day of each calendar month commencing on the 10th calendar day of the twelfth month prior to the next succeeding mandatory sinking fund installment date, but not before the payments required by clauses (a) through (c) above, an amount which equals one-twelfth (1/12) of the amount necessary to pay, and for the purpose of paying, 100% of the principal amount of any mandatory sinking fund installment of Fixed Rate Bonds or Variable Rate Bonds issued as Special Revenue Bonds payable on the next succeeding mandatory sinking fund installment date, which amount shall be deposited promptly in the Commission Payments Fund.

Commission Payments Fund

All Commission Payments will be deposited with the Trustee or in the name of the Trustee with a depositary or depositaries designated by the Commission and approved by the Trustee, to the credit of the Commission Payments Fund created under the Subordinate Indenture (the "***Commission Payments Fund***"). The moneys in the Commission Payments Fund are to be held by the Trustee in trust and applied in accordance with the Subordinate Indenture.

Except as otherwise provided in the Subordinate Indenture, transfers from the Commission Payments Fund shall be made to the following funds and in the following order of priority:

a. Rebate Fund;

b. Administrative Expenses Fund;

c. Revenue Bonds Account of the Debt Service Fund;

d. Special Revenue Bonds Account of the Debt Service Fund;

e. Debt Service Reserve Fund, if applicable;

f. Motor License Fund Repayment Fund; and

g. Residual Fund.

Administrative Expenses Fund

An Administrative Expenses Fund is created pursuant to the Subordinate Indenture. The Trustee shall deposit into the Administrative Expenses Fund from the Commission Payments Fund such amounts as are needed for the payment of Administrative Expenses. In the event of a deficiency in the Rebate Fund, arbitrage rebate, yield reduction or similar payments may be made from amounts in the Administrative Expenses Fund with respect to Subordinate Indenture Bonds. Funds on deposit in the Administrative Expenses Fund may also be used for the payment of annual trustee fees, facility fees, remarketing fees and initial swap payments incurred in connection with the issuance, and performance, of Subordinate Indenture Bonds from time to time.

Debt Service Fund

A Debt Service Fund is created pursuant to the Subordinate Indenture, and within the Debt Service Fund there is established a "Revenue Bonds Account of the Debt Service Fund" and the "Special Revenue Bonds Account of the Debt Service Fund." Each such account shall have an "Interest Sub-Account" and a "Principal Sub-Account" for deposit and disbursement of funds for interest and principal payments on the 2026 Refunding Bonds pursuant to the Subordinate Indenture. The Trustee shall make deposits, on the dates required for such deposits, from the Commission Payments Fund of such required amounts to such subaccounts.

There is also created pursuant to the Subordinate Indenture a Special Revenue Bonds Receipts Account (the "***Special Revenue Bonds Receipts Account***"). Any payments by the Commonwealth out of the Commonwealth's Motor License Fund pursuant to Act 44 with respect to any Special Revenue Bonds shall be deposited into the Special Revenue Bonds Receipts Account solely for payment by the Trustee of principal and interest on Special Revenue Bonds.

There is further created pursuant to the Subordinate Indenture a "Special Revenue Bonds Funded Debt Service Sub-Account" of the Special Revenue Bonds Account of the Debt Service Fund. In the event of any failure by PennDOT or the Treasurer of the Commonwealth to deposit funds transferred from the Motor License Fund into the Special Revenue Bonds Receipts Account for the payment of any interest or principal due on Special Revenue Bonds, then the Trustee shall withdraw such amounts from the Special Revenue Bonds Funded Debt Service Sub-Account and transfer the monies to the Special Revenue Bonds Interest Sub-Account or the Principal Sub-Account, as appropriate, on the applicable Interest Payment Date, principal payment date or mandatory sinking fund installment date. If monies are received from the Motor License Fund subsequent to payments being made from the Special Revenue Bonds Funded Debt Service Sub-Account, then such Motor License Fund monies shall be transferred from the Special Revenue Bonds Receipts Account to the Special Revenue Bonds Funded Debt Service Sub-Account to restore any deficiency thereunder.

The Special Revenue Bonds Funded Debt Service Sub-Account and the Special Revenue Bonds Receipts Account secure Special Revenue Bonds on a parity basis.

On the date of issuance of any series or sub-series of Special Revenue Bonds, the Commission shall deposit, or cause to be deposited, into the Special Revenue Bonds Funded Debt Service Sub-Account, an amount which, together with funds on deposit therein, shall be equal to one-half Maximum Annual Debt Service on all Outstanding Special Revenue Bonds, including those Special Revenue Bonds being issued at the time of the deposit. Such amount shall be the "Special Revenue Bonds Funded Debt Service Sub Account Requirement." The Commission has no obligation to maintain the balance in the Special Revenue Bonds Funded Debt Service Sub-Account equal to the Special Revenue Bonds Funded Debt Service Sub-Account Requirement nor to replenish any funds withdrawn from the Special Revenue Bonds Funded Debt Service Sub-Account from any funds of the Commission, including Commission Payments. Funds on deposit in the Special Revenue Bonds Receipts Account, to the extent not required to make a deposit to the debt service sub-accounts, shall be transferred to the Special Revenue Bonds Funded Debt Service Sub-Account to restore deficiencies therein. Upon the issuance of the 2026 Special Revenue Refunding Bonds, the balance on deposit in the Special Revenue Bonds Funded Debt Service Sub-Account will be sufficient to fulfill the Special Revenue Bonds Funded Debt Service Sub-Account Requirement of $47,926,117 under the Subordinate Indenture with respect to all outstanding Special Revenue Bonds, including the 2026 Special Revenue Refunding Bonds.

Under and pursuant to Supplemental Indenture No. 43, (a) a 2026 Third Series Subordinate Revenue Refunding Bonds Sub-Account of the Debt Service Reserve Fund, a 2026 Third Series Subordinate Revenue Refunding Bonds Principal Sub-Account of the Revenue Bonds Account of the Debt Service Fund, and a 2026 Third Series Subordinate Revenue Refunding Bonds Interest Sub-Account of the Revenue Bonds Account of the Debt Service Fund have been created for deposit and disbursement of funds for interest and principal payments on the 2026 Subordinate Revenue Refunding Bonds pursuant to the provisions of the Subordinate Indenture and (b) a 2026 Second Series Special Revenue Refunding Bonds Funded Debt Service Sub-Account of the Special Revenue Bonds Account of the Debt Service Fund, a 2026 Second Series Special Revenue Refunding Bonds Principal Sub-Account of the Special Revenue Bonds Account of the Debt Service Fund, and a 2026 Second Series Special Revenue Refunding Bonds Interest Sub-Account of the Special Revenue Bonds Account of the Debt Service Fund have been created for deposit and disbursement of funds for interest and principal payments on the 2026 Special Revenue Refunding Bonds pursuant to the provisions of the Subordinate Indenture.

The Trustee and the Commission may create such additional accounts and sub-accounts in the Debt Service Fund as they deem necessary or appropriate, including, but not limited to, (a) an account into which drawings on a Credit Facility are to be deposited and from which principal (including redemption price) and Purchase Price of and interest on the series of Subordinate Indenture Bonds secured by such Credit Facility are to be paid (and upon such payment, amounts on deposit in the Principal and Interest Accounts for such

Subordinate Indenture Bonds shall be used to repay the provider of the Credit Facility for such payments), and (b) an account into which payments by the Commission to any Parity Swap Counterparty are to be deposited and from which payments to such Parity Swap Counterparty are to be paid.

The moneys in the Interest and Principal Sub-Accounts shall be held by the Trustee in trust for the benefit of the applicable series or sub-series of Subordinate Indenture Bonds, to the extent the foregoing are payable from such accounts, and, to said extent and pending application, shall be subject to a lien and charge in favor of the Owners of the applicable series or sub-series of Subordinate Indenture Bonds until paid out or transferred as hereinafter provided. There shall be withdrawn from the Interest Account and the Principal Account from time to time and set aside or deposited with the Trustee sufficient money for paying the interest on and the principal of and redemption premium, if any, on the Subordinate Indenture Bonds as the same shall become due, except to the extent such interest, principal or other amounts are payable from a fund or account other than the Debt Service Fund as provided in any applicable supplemental indenture.

For any Debt Service Reserve Fund Bonds, if at the time the Trustee is required to make a withdrawal from the Debt Service Fund the moneys therein shall not be sufficient for such purpose, the Trustee shall withdraw the amount of such deficiency from the moneys on deposit in the Debt Service Reserve Fund and transfer the same to the appropriate account of the Debt Service Fund.

Debt Service Reserve Fund

A Debt Service Reserve Fund has been established under the Subordinate Indenture to provide additional security for Debt Service Reserve Fund Bonds. The Debt Service Reserve Fund secures Debt Service Reserve Fund Bonds on a parity basis. The 2026 Subordinate Revenue Refunding Bonds are Debt Service Reserve Fund Bonds for the purpose of the Subordinate Indenture and, accordingly, are secured by moneys on deposit in the Debt Service Reserve Fund. There shall be established a "2026 Third Series Subordinate Revenue Refunding Bonds Sub-Account of the Debt Service Reserve Fund" with the Trustee. Upon the issuance of the 2026 Subordinate Revenue Refunding Bonds, the balance on deposit in the Debt Service Reserve Fund will be sufficient to fulfill the Debt Service Reserve Fund Requirement of $398,563,607 under the Subordinate Indenture with respect to the 2026 Subordinate Revenue Refunding Bonds and all other outstanding Debt Service Reserve Fund Bonds. **The currently outstanding Special Revenue Bonds are not Debt Service Reserve Fund Bonds under the Subordinate Indenture and the 2026 Special Revenue Refunding Bonds shall not be Debt Service Reserve Fund Bonds under the Subordinate Indenture.**

The Subordinate Indenture requires that the balance in the Debt Service Reserve Fund be maintained at the "Debt Service Reserve Requirement," which is an amount equal to the lesser of (i) Maximum Annual Debt Service on account of all Debt Service Reserve Fund Bonds, (ii) ten percent (10%) of the aggregate Outstanding principal amount of all Debt Service Reserve Fund Bonds, and (iii) 125% of average Annual Debt Service for all Debt Service Reserve Fund Bonds for each Fiscal Year for the remaining life of such Debt Service Reserve Bonds, provided in any case that such amount does not exceed what is permitted by the Code. Debt Service Reserve Fund Bonds include Long-Term Indebtedness specified by the Commission in the Subordinate Indenture or applicable supplemental indenture as being secured by the Debt Service Reserve Fund.

In each Fiscal Year, after first having made the deposits required to the Debt Service Fund, the Commission shall pay out of the General Reserve Fund into the Commission Payments Fund and the Trustee shall transfer from the Commission Payments Fund on or before the last day of each month to the credit of the Debt Service Reserve Fund (a) the amount, if any, required to make the amount on deposit in the Debt Service Reserve Fund equal to the Debt Service Reserve Requirement, which restoration, pursuant to the Rate Covenant, is intended to occur within eighteen (18) months; and (b) the amount set forth in the applicable supplemental indenture if an amount different from the Debt Service Reserve Requirement is required.

Subject to the preceding paragraph, to the extent accounts are created in the Debt Service Reserve Fund for Debt Service Reserve Fund Bonds, the funds and DSRF Security (as defined below) held therein shall be available to make payments required under the Subordinate Indenture for the benefit of all Debt Service Reserve Fund Bonds of the same Class (as defined in APPENDIX C).

Moneys held in the Debt Service Reserve Fund shall be used for the purpose of paying interest on, and maturing principal (or Compounded Amount, if applicable) and mandatory sinking fund redemption price of, Debt Service Reserve Fund Bonds whenever and to the extent that the moneys held for the credit of the Debt Service Fund shall be insufficient for such purpose. If at any time the moneys and the principal amount of any DSRF Security held in the Debt Service Reserve Fund shall exceed the Debt Service Reserve Requirement, the Commission shall direct whether such excess moneys shall be transferred by the Trustee to the credit of the Commission Payments Fund or used to reduce the principal amount of any DSRF Security.

In the event the Trustee shall be required to withdraw funds from the Debt Service Reserve Fund to restore a deficiency in the Debt Service Fund arising with respect to Debt Service Reserve Fund Bonds, the funds shall be allocated, subject to the provisions of the Subordinate Indenture, pro rata among all Debt Service Reserve Fund Bonds.

In lieu of the deposit of moneys into the Debt Service Reserve Fund, the Commission may cause to be provided a surety bond, an insurance policy, a letter of credit or similar financial instrument satisfactory to the Rating Agency (as evidenced by a letter from the Rating Agency confirming that such surety bond, insurance policy, letter of credit or similar financial instrument will not result in the rating on any outstanding Debt Service Reserve Fund Bonds being downgraded) (each, a "***DSRF Security***") payable to the Trustee in an amount equal to the difference between the Debt Service Reserve Requirement and the amounts then on deposit in the Debt Service Reserve Fund. The DSRF Security shall be payable (upon the giving of notice as required thereunder) on any Interest Payment Date on which moneys will be required to be withdrawn from the Debt Service Reserve Fund and applied to the payment of the principal of (or Compounded Amount, if applicable) or interest on any Debt Service Reserve Fund Bonds to the extent that such withdrawals cannot be made by amounts on deposit in the Debt Service Reserve Fund.

If a disbursement is made pursuant to a DSRF Security, the Commission shall be obligated either (a) to reinstate the maximum limits of such DSRF Security or (b) to deposit into the Debt Service Reserve Fund, funds in the amount of the disbursement made under such DSRF Security, or a combination of such alternatives, as shall provide that the amount credited to the Debt Service Reserve Fund equals the Debt Service Reserve Requirement within a time period of eighteen (18) months.

If the DSRF Security shall cease to satisfy the requirements set forth in the second preceding paragraph regarding Rating Agency confirmation, the Commission shall use reasonable efforts to replace such DSRF Security with one having the required rating, but shall not be obligated to pay, or commit to pay, increased fees, expenses, or interest in connection with such replacement or to deposit revenues in the Debt Service Reserve Fund in lieu of replacing such DSRF Security with another.

As of the date of issuance of the 2026 Refunding Bonds, it is not expected that any portion of the Debt Service Reserve Fund Requirement will be satisfied with any DSRF Security.

The Annual Debt Service requirements with respect to the 2026 Balloon Bond will be calculated in accordance with the provisions relating to Balloon Indebtedness set forth in the Subordinate Indenture. See APPENDIX C – "SUMMARY OF CERTAIN PROVISIONS OF THE SUBORDINATE INDENTURE – THE SUBORDINATE INDENTURE – Additional Bonds" attached hereto.

Motor License Fund Repayment Fund

Under the terms of the Subordinate Indenture, there is created a Motor License Fund Repayment Fund. Based on such time schedule as agreed to by the Commission and PennDOT and furnished to the Trustee, the Trustee shall deposit into the Motor License Fund Repayment Fund from the Commission Payments Fund and the Residual Fund such amounts as are necessary and available to repay to the Commonwealth's Motor License Fund any debt service payments with respect to any Special Revenue Bonds which are made out of such Motor License Fund. The failure to make any such payments shall not be an Event of Default under the Subordinate Indenture. The 2026 Refunding Bonds are not payable from funds held in the Motor License Fund Repayment Fund.

Residual Fund

A Residual Fund is created under the Subordinate Indenture. After making all payments required under the Subordinate Indenture, the Trustee shall at least annually deposit into the Residual Fund out of the Commission Payments Fund such amounts from the Commission Payments Fund as are in excess of current debt service and other required payments and deposits pursuant to the Subordinate Indenture.

Moneys in the Residual Fund may be expended by the Commission to restore deficiencies in any funds or accounts created under the Subordinate Indenture (including without limitation the Revenue Bonds Principal and Interest Sub-Accounts) and, absent any such deficiency, for any of the following purposes, with no one item having priority over any of the others: (a) to purchase or redeem Subordinate Indenture Bonds; (b) to secure and pay the principal or redemption price of and interest on any Parity Obligations; or (c) to further any corporate purpose.

Pursuant to the written request of the Commission, the Trustee shall transfer to the General Reserve Fund of the Senior Indenture any balance in the Residual Fund not required to restore any deficiency in a fund or account established under the Subordinated Indenture.

INDEBTEDNESS OF THE COMMISSION

Senior Revenue Bonds and Other Senior Indenture Parity Obligations

The Commission has issued under the terms of the Senior Indenture, Senior Revenue Bonds and Senior Indenture Parity Obligations that have an equal claim to the Senior Trust Estate established thereunder. As of the date of this Official Statement, $7,830,360,000 in aggregate principal amount of Senior Revenue Bonds are Outstanding under the Senior Indenture. The principal amount outstanding under the Senior Indenture on the date of this Official Statement includes $625,530,000 aggregate principal amount of variable rate obligations.

Other Senior Indenture Parity Obligations issued and outstanding under the Senior Indenture include the Commission's obligations under various interest rate swap agreements having a notional amount of $594,950,000 as of August 1, 2026. Under the terms of the Senior Indenture, regularly scheduled amounts payable under Senior Indenture Parity Swap Agreements, and in certain cases termination payments, are secured on a parity with the Senior Revenue Bonds by the Senior Indenture's Trust Estate. See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – "COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS" and " – CERTAIN OTHER INFORMATION – Financial Policies and Guidelines" and APPENDIX D — "SUMMARY OF CERTAIN PROVISIONS OF AND DEFINED TERMS IN THE SENIOR INDENTURE" attached hereto.

The Tolls are not pledged to secure the Subordinate Revenue Bonds, the Special Revenue Bonds, the Oil Franchise Tax Revenue Bonds, and the Registration Fee Revenue Bonds. The Commission Payments made from moneys released from the General Reserve Fund which are derived from Tolls are, however, pledged on a wholly subordinate basis to secure payments due on Subordinate Revenue Bonds and Special Revenue Bonds.

Subordinate Indenture Bonds

Subordinate Revenue Bonds. Act 44 authorizes the Commission to issue Subordinate Revenue Bonds for the purpose of paying costs of the Pennsylvania Department of Transportation ("***PennDOT***") and bond-related expenses. Proceeds of such bonds may be applied toward the satisfaction of the Commission's annual payment obligations to PennDOT under the Amended Funding Agreement (as defined in APPENDIX A hereto). As of the date of this Official Statement, the Commission has $5,635,131,296 aggregate principal amount Outstanding (including compounded amounts as of June 1, 2026 for the Commission's Outstanding capital appreciation bonds) of Subordinate Revenue Bonds under the Subordinate Indenture under the authorization of Act 44 to be paid solely from moneys released from the General Reserve Fund (such bonds (including the 2026 Refunding Bonds) are therefore subordinate to Senior Revenue Bonds and other Senior Indenture Parity Obligations outstanding under the Senior Indenture). Other Parity Obligations issued and outstanding under the Subordinate Indenture include the Commission's obligations under an interest rate swap agreement having a total current notional amount of $444,975,000 as of August 1, 2026. See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – CERTAIN OTHER INFORMATION – Financial Policies and Guidelines" for additional information relating to swaps.

Upon fulfillment of conditions set forth in the Subordinate Indenture, the Commission may issue additional Subordinate Revenue Bonds under the terms of the Subordinate Indenture. In addition to any Subordinate Revenue Bonds, the Commission is authorized under the terms of the Subordinate Indenture to enter into various interest rate exchange agreements that will constitute Parity Swap Agreements under the Subordinate Indenture. Under the terms of the Subordinate Indenture, amounts payable under Parity Swap Agreements, including termination payments, may be secured on a parity with the Subordinate Revenue Bonds, including the 2026 Subordinate Revenue Refunding Bonds.

There is no statutory limit on the amount of Subordinate Revenue Bonds that may be issued by the Commission. To date, the Commission has issued Subordinate Revenue Bonds under the Subordinate Indenture, but has not issued any Subordinated Indebtedness under the Senior Indenture. The Commission has no plans to issue any Subordinated Indebtedness under the Senior Indenture.

Previously, under Act 44, the Commission was able to issue up to $5 billion of Special Revenue Bonds guaranteed by the Motor License Fund under Act 44 which are subordinate to Parity Obligations issued under the Senior Indenture and to the Subordinate Revenue Bonds issued under the Subordinate Indenture. However, other than bonds issued to refund Outstanding Special Revenue Bonds, pursuant to Act 89, effective July 1, 2014, Special Revenue Bonds may no longer be issued by the Commission to fund any portion of its payment obligation under the Amended Funding Agreement. The Commission has issued Special Revenue Bonds under the Subordinate Indenture, which as of the date of this Official Statement, are currently Outstanding in the aggregate principal amount of $913,526,194 (inclusive of compounded amounts as of June 1, 2026 for capital appreciation bonds). Debt service on the Special Revenue Bonds is payable from any available funds of the Commission, but is additionally secured by amounts payable from the Motor License Fund created under Act 44 required to pay any debt service shortfall; all such debt service payments are subordinate obligations of the Commission payable solely from certain money in, or periodically released from, the General Reserve Fund after meeting all other Commission requirements pursuant to any financial documents, financial covenants, insurance policies, liquidity policies or agreements in effect at the Commission; and the proceeds from the issuance of the Special Revenue Bonds may only be used for roads and bridges or to refund prior outstanding

Special Revenue Bonds. The Amended Funding Agreement provides that the Commission is obligated to pay all debt service due with respect to the Special Revenue Bonds.

See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – THE COMMISSION – Enabling Acts," and APPENDIX C – "SUMMARY OF CERTAIN PROVISIONS OF AND DEFINED TERMS IN THE SUBORDINATE INDENTURE" attached hereto for a description of the Subordinate Revenue Bonds and Special Revenue Bonds which the Commission is authorized to issue under the Enabling Acts.

Other Bonds Issued by the Commission

The Commission has also issued Oil Franchise Tax Revenue Bonds of which as of the date of this Official Statement, the Commission has $1,776,598,282 in aggregate principal amount outstanding, including accreted interest through June 1, 2026. The Commission has also issued Registration Fee Revenue Bonds of which $251,905,000 are outstanding as of the date of this Official Statement. The Commission has entered into various interest rate exchange agreements (swaps) with respect to certain of the Oil Franchise Tax Revenue Bonds and Registration Fee Revenue Bonds. Neither the Oil Franchise Tax Revenue Bonds nor the Registration Fee Revenue Bonds or any of the various swaps with respect to the Oil Franchise Tax Revenue Bonds and Registration Fee Revenue Bonds are secured by or have any interest in the Trust Estate. Furthermore, neither the Oil Franchise Tax Revenues, nor the Electric Vehicle Charge Commission Allocation, nor the Registration Fee Revenues are pledged to secure the 2026 Refunding Bonds.

Future Commission Financings

The Fiscal Year 2027 Financial Plan anticipated that approximately $5.0 billion of capital expenditures of the Commission will be funded on a pay-as-you-go basis, with the remaining approximately $3.0 billion funded with proceeds from additional Turnpike Senior Revenue Bonds, as well as $269 million in funds from prior bond issuances and $40 million from expected federal funds reimbursement.

For further information regarding future financing matters, see APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS – Future Financing Considerations" and "FINANCIAL PLAN – Fiscal Year 2027 Financial Plan" herein for more information.

INVESTMENT CONSIDERATIONS

There are various investment considerations which could adversely affect the sufficiency of the Trust Estate and which, if present, may result in an inability to meet the debt service requirements on the 2026 Refunding Bonds. The following is intended only as a summary of certain investment considerations attendant to an investment in the 2026 Refunding Bonds and is not intended to be exhaustive. To identify risk factors and make informed investment decisions, potential investors should be thoroughly familiar with the entire Official Statement (including each Appendix hereto), and the Subordinate Indenture and related documents to make a judgment as to whether the 2026 Refunding Bonds are an appropriate investment. The following risk factors are among those which should be considered by a potential investor:

Commission Revenues may decline — The actual amount of future toll revenues collected by the Commission depends upon a number of factors, including rates established by the Commission and the level and composition of traffic on the System. Many of these factors are beyond the control of the Commission. The Commission is obligated under the terms of the Amended Funding Agreement, Act 44 and Act

	89, the Senior Indenture, and the Subordinate Indenture to fix and revise tolls at levels that will generate revenues (together with other available moneys) sufficient to pay all of its obligations under the Amended Funding Agreement, to construct and maintain the System and to pay debt service obligations and other amounts payable to PennDOT or the Commonwealth. However, the amount of traffic on the System cannot be predicted with certainty and may decline due to general economic conditions, diversion of some traffic to alternative non-toll routes to avoid toll rate increases or because of increased fuel costs, increased mileage standards, higher fuel taxes or other factors. There is insufficient data to assess these risk factors fully. However, based on historical variations in such factors and the recent toll increases, the Commission reasonably expects to have sufficient revenues to meet its payment obligations, including payment obligations with respect to the 2026 Refunding Bonds. Also see APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – CERTAIN OTHER INFORMATION – Performance Audit by the Auditor General" attached hereto.
Traffic Study	As set forth in the Traffic Study, there is considerable uncertainty inherent in future traffic and revenue forecasts for any toll facility, and differences between forecasted and actual results (which may be material) may occur due to events and circumstances beyond the control of the forecasters, including without limitation, economic conditions, and other factors. See APPENDIX G – "TRAFFIC STUDY" and APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – THE TURNPIKE SYSTEM – Traffic Study" attached hereto. While future traffic volume and revenues cannot be predicted with certainty, the Commission reasonably expects that it will have sufficient revenue to meet the then existing debt and operational obligations of the Commission. But see APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – CERTAIN OTHER INFORMATION – Performance Audit by the Auditor General" attached hereto.
Collection Risk	The Commission has implemented a revised toll structure that results in Toll-By-Plate rates that are effectively double those for E-ZPass in order to provide continued coverage for the additional costs to operate the Toll-By-Plate system versus E-ZPass and to account for Revenue Leakage associated with Toll-By-Plate. The Commission continues to actively work to address Revenue Leakage through various initiatives that address customer behaviors and system improvement. See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – TURNPIKE SYSTEM – Toll Collection" attached hereto.
Investors in the 2026 Refunding Bonds bear greater risk of nonpayment because the priority of	The 2026 Refunding Bonds are subordinate in right of payment from the General Reserve Fund to the payment of all Senior Indenture Parity Obligations under the Senior Indenture. The

payment of interest and principal on the 2026 Refunding Bonds is subordinate to the Senior Indenture Parity Obligations under the Senior Indenture; the 2026 Special Revenue Refunding Bonds are subordinate to the 2026 Subordinate Revenue Refunding Bonds

2026 Refunding Bonds are not secured by the General Reserve Fund established under the Senior Indenture. In addition, it is probable that additional Senior Revenue Bonds and other senior obligations may be issued in the future by the Commission under the Senior Indenture, which would increase the amount of Senior Indenture Parity Obligations to which the payment on the 2026 Refunding Bonds are subordinated, thus increasing the risk of nonpayment to the 2026 Refunding Bond Bondholders. In addition, as described herein, the payment of debt service on the 2026 Special Revenue Refunding Bonds is junior in right of payment to the payment of debt service on the 2026 Subordinate Revenue Refunding Bonds and all other Subordinate Revenue Bonds issued or to be issued under the Subordinate Indenture.

The Trust Estate will have limited assets from which to make payments on the 2026 Refunding Bonds, which may result in losses

The Trust Estate will not include significant assets. The Trust Estate consists primarily of an obligation of the Commission to make periodic payments from funds available in the General Reserve Fund after satisfaction of Senior Indenture Parity Obligations and the maintenance of any reserve fund established under the Senior Indenture. Consequently, holders of the 2026 Refunding Bonds must rely upon the obligation of the Commission to make such payments from the General Reserve Fund and to set tolls at sufficient levels to generate the necessary excess cash in the General Reserve Fund for such payments. However, under certain circumstances, payments of the 2026 Special Revenue Refunding Bonds for which funds are not available in the Commission Payments Fund may be made pursuant to Act 44 from funds transferred to the Trustee from the Commonwealth's Motor License Fund. The 2026 Subordinate Revenue Refunding Bonds are not payable from funds transferred from the Commonwealth's Motor License Fund.

If the Commission experiences financial problems, delays in payment or losses on the 2026 Refunding Bonds may result

Adverse changes in the financial condition of the Commission could result in a failure to make its payments, or a delay in payments, to the Trustee with respect to the 2026 Refunding Bonds. In addition to a potential decline in revenues, the Commission's financial condition could be adversely affected by a number of factors including, but not limited to:

- Increased and/or unanticipated costs of operation and maintenance of the System;
- Decreased toll revenues due to declines in usage or otherwise;
- Increased use of remote work environments and technology among the general population that may decrease levels of commuting or travel for business or other purposes;
- Increased use of mass transit systems;

- Improvements in alternative infrastructure and transportation routes and changes in market conditions that may impact the level of commercial freight traffic utilizing the System;
- Work stoppage, slowdown, or action by unionized employees;
- Complete or partial destruction or temporary closure of the System due to events beyond the control of the Commission;
- Cybersecurity incidents that materially disrupt the operations of the Commission or one of its vendors or contractors, and/or cause physical or monetary damage;
- Increased unfunded pension benefits;
- Future unfunded healthcare and other non-pension post-employment benefits;
- Failure to pay the purchase price on outstanding floating rate notes or other variable rate obligations issued by the Commission subject to maturity or mandatory tender;
- Increased fuel costs; and
- Claims or adverse litigation judgments for monetary damages not covered by insurance.

The Commission's financial condition may be adversely affected as a consequence of adverse changes in the financial condition of third-party financial institutions

Adverse changes in the financial condition of certain third-party financial institutions, including swap counterparties, providers of credit facilities (including providers of direct-pay letters of credit and bond insurers which have issued or may issue insurance policies on one or more series of the Commission's Bonds) may adversely affect the Commission's financial position. Different types of investment and contractual arrangements may create exposure for the Commission to such institutions including:

- Risk to the Commission's investment portfolio due to defaults or changes in market valuation of the debt securities of such institutions;
- Counterparty risk related to swap agreements used by the Commission to hedge its cost of funds; and
- Risk of rating changes of the Commission's credit enhancers or liquidity providers which may adversely affect the interest costs on the Commission's variable rate debt, or which may render such variable rate debt unmarketable.

See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS" and "THE PENNSYLVANIA TURNPIKE COMMISSION – CERTAIN OTHER INFORMATION – Financial Policies and Guidelines" attached hereto.

Completion of Capital Plan Projects

No assurance can be given that, as a result of unanticipated circumstances, the costs and timing of the capital improvements currently under consideration by the Commission will not be materially adversely impacted. In the event specific project construction costs exceed estimates, the Commission has the ability to revise project scope, amend the scopes of other projects, up to and including, delaying other projects to keep the annual capital spending estimates at or close to projections. Notwithstanding the foregoing, the Commission's ability to complete capital improvements within current cost and timing estimates may be adversely affected by various factors including, but not limited to: (a) material and/or labor shortages, supply chain and delivery delays, (b) design and/or construction change orders, (c) adverse weather conditions and other force majeure events, (d) contractor defaults, (e) labor disputes, (f) inflation, (g) environmental issues, (h) right-of-way acquisitions, and (i) litigation. Any such delays and/or cost overruns could result in a substantial increase in the costs of the capital plan.

Litigation and Other Actions Against the Commission

The Commission is subject to litigation from time to time and may be subject to litigation and other actions in the future which could adversely affect the financial position of the Commission. The Commission cannot predict when or if any action will be brought against the Commission in the future, and, if brought, whether any action would be successful or result in monetary damages or other relief being imposed upon the Commission. See "LITIGATION" herein and also see APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – THE COMMISSION – Recent Developments and Legislation – *Black & Veatch Construction, Inc*." attached hereto for more information regarding two separate claims filed by Black & Veatch Construction Inc. (***"BVCI"***) relating to work done by BVCI in connection with certain portions of the design-build fiber optic network installation.

Certain legislative actions may result in adverse changes to the Commission, Act 44, or Act 89

From time to time, legislation is introduced in the Pennsylvania General Assembly which may affect the Commission and therefore may affect certain of the assumptions made in this Official Statement. The Commission cannot predict if any of such bills or other legislation will be enacted into law, or how any such legislation may affect the Commission's ability to make timely payments on the 2026 Refunding Bonds. See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – THE COMMISSION – Recent Developments and Legislation" attached hereto.

Bankruptcy risk; Lien position

The rights and remedies of Bondholders could be limited by the provisions of the Federal Bankruptcy Code, as now or hereafter enacted (the "***Bankruptcy Code***"), or by other laws or legal or equitable principles which may affect the enforcement of creditors' rights. Chapter 9 of the Bankruptcy Code permits, under prescribed circumstances, a political subdivision or public

agency or instrumentality of a state, such as the Commission, to commence a voluntary bankruptcy proceeding and to file a plan of adjustment in the repayment of its debts if such entity is generally not paying its debts as they become due (unless such debts are the subject of a bona fide dispute) or is unable to pay its debts as they become due. Under the Bankruptcy Code, an involuntary petition cannot be filed against a political subdivision, public agency, or instrumentality of a state.

In order to proceed under Chapter 9 of the Bankruptcy Code, state law must authorize the political subdivision, public agency, or instrumentality to file a petition under the Bankruptcy Code. THE ENABLING ACTS DO NOT CURRENTLY AUTHORIZE THE COMMISSION TO FILE A PETITION UNDER THE BANKRUPTCY CODE.

Reductions in federal subsidy payable to the Commission for its outstanding Build America Bonds due to sequestration

A series of automatic federal deficit reduction spending cuts known as "sequestration" became effective on March 1, 2013, as a result of the failure by Congress to adopt alternative deficit reduction legislation; recent legislation has extended sequestration through the 2030 federal fiscal year. Sequestration will affect the federal subsidy payable to the Commission with respect to its outstanding Build America Bonds. The federal subsidy has been reduced in each fiscal year, commencing with the federal fiscal year ended September 30, 2013. In August 2020, based on guidance issued by the Internal Revenue Service, such federal subsidy of 35% is reduced by 5.7% for payments from October 1, 2020, through September 30, 2030. The sequestration reduction rate will be applied unless and until a law is enacted that cancels or otherwise impacts the sequester, at which time the sequestration reduction rate is subject to change. Reductions of the federal subsidies payable to the Commission with respect to its outstanding Build America Bonds in future federal fiscal years could be caused by future action or inaction by Congress, cannot be predicted, and could result in the federal subsidy being reduced to zero. Adverse changes in the amount of the federal subsidy the Commission receives on its Build America Bonds will require the Commission to use other funds to offset the loss of this subsidy. The Commission has approximately $875 million of Turnpike Senior Revenue Bonds and $100.8 million of Oil Franchise Tax Revenue Bonds Outstanding which were issued as Build America Bonds. In Fiscal Year 2026, the Commission received federal Build America Bond subsidies in the amount of $21.1 million.

Possible changes in federal or Commonwealth tax laws could affect the excludability or deductibility of interest on tax-exempt bonds such as the 2026 Refunding Bonds

Current and future legislative proposals, if enacted into law, could cause interest on the 2026 Refunding Bonds to be subject, directly, or indirectly, to federal income taxation, or to be subject to or not be exempted from income taxation imposed by the Commonwealth, or otherwise prevent the owners of the 2026 Refunding Bonds from realizing the full current benefit of the tax status of such interest. The introduction and/or enactment of any

	such legislative proposals may also affect the market price for, or marketability of, the 2026 Refunding Bonds. Prospective purchasers of the 2026 Refunding Bonds should consult their own tax advisors regarding any pending or proposed federal tax legislation, as to which Co-Bond Counsel will express no opinion. See "TAX MATTERS" herein.
The 2026 Refunding Bonds are not subject to acceleration	Payment of principal of and interest on the 2026 Refunding Bonds may not be accelerated upon the occurrence of an Event of Default under the Subordinate Indenture.
The 2026 Refunding Bonds may be repaid early due to the exercise of the redemption option. If this happens, 2026 Refunding Bond Bondholders will bear reinvestment risk which could be at lower yields than the yields on the 2026 Refunding Bonds	The 2026 Refunding Bonds may be redeemed prior to their final maturity if the Commission exercises its option to redeem the 2026 Refunding Bonds. Bondholders bear the risk that moneys received upon such redemption cannot be reinvested in comparable securities or at comparable yields.
Uncertainty as to available remedies	The remedies available to owners of the 2026 Refunding Bonds upon an Event of Default under the Subordinate Indenture or other documents described herein are in many respects dependent upon regulatory and judicial actions which often are subject to discretion and delay. Under existing constitutional and statutory law and judicial decisions, the remedies specified by the Subordinate Indenture and such other documents may not be readily available or may be limited. The various legal opinions to be delivered concurrently with the issuance of the 2026 Refunding Bonds will be qualified, as to the enforceability of the various legal instruments, by limitations imposed by bankruptcy, reorganization, insolvency, or other similar laws affecting the rights of creditors generally.
Covenants and restrictions in other agreements vary from provisions of the Subordinate Indenture and Senior Indenture, as applicable.	The Commission has entered into agreements with certain financial institutions relating to certain indebtedness, including Parity Obligations under the Subordinate Indenture and Senior Indenture Parity Obligations under the Senior Indenture, some of which contain additional covenants and restrictions for the benefit of such financial institutions, including provisions that a ratings downgrade triggers an increase in the interest rate on certain obligations. See the Commission's Bank Loan Disclosures available at https://emma.msrb.org/IssuerHomePage/Issuer?id=4F1C2125DAC85ABFE053151ED20AC6F6&type=M* and APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – CERTAIN OTHER INFORMATION – Financial Policies and Guidelines" attached hereto.

* The information contained on such website link is not incorporated by reference in this Official Statement.

Cybersecurity Threats

The Commission, the Commonwealth and many of their respective vendors and contractors are dependent on information and computing technology to conduct general business operations, including toll transactions, toll collections, and customer account services. While to date the Commission has not experienced a materially disruptive cybersecurity threat, computer hacking, cyber-attacks or other malicious activities directed at the Commission's information systems or those of its vendors or contractors, could disrupt Commission services or cause physical or financial harm to the Commission in the future. Further, cybersecurity breaches such as leakage or loss of confidential or proprietary data and failure or disruption of information technology systems could materially and adversely affect the Commission's reputation, which could lead to significant outlays and decreased performance that insurance may not cover.

The Commission has a robust cybersecurity framework that leverages multiple layers of protection including edge and internal firewalls, an intrusion prevention system, security incident and event management, multi-layered anti-virus, malware protection and spam filters. The Commission performs regular security patching and regular internal and external vulnerability scans. Periodic security assessment and penetration testing is performed regularly by qualified third parties. The Commission has implemented cybersecurity awareness training and simulated phishing attacks, and has published third-party security requirements that define general security requirements, requirements for vendors providing hosting cloud-based systems, and requirements for vendors providing on-premises systems or devices physically connected to the Commission's networks. All Commission employees are required to complete annual information technology security training and phishing simulation campaigns are performed regularly. Additionally, the Commission has cyber insurance which also provides immediate access to third party forensic investigation experts to assist the Commission with any data or system breaches.

Although the Commission devotes significant resources to maintain and regularly upgrade its systems and processes that are designed to protect the security of its computer systems, software, networks and other technology assets and the confidentiality, integrity and availability of information belonging to customers, there is no assurance that all these security measures will provide absolute security or prevent the risk of the Commission's finances or operations being negatively impacted by a cybersecurity threat directed at one of the Commission's vendors or contractors. These risks may increase in the future as the Commission continues to utilize AET, mobile payments and other internet-based applications both internally and externally. A successful cybersecurity attack on the Commission, the Commonwealth or one of their respective vendors or contractors, could have a

	materially adverse effect on the financial condition and/or the operations of the Commission.
Environmental, Social and Governance Factors	For information regarding certain elements of the Commission's operations relating to stormwater mitigation, emergency preparedness, sustainability, employment practices and cybersecurity see "THE PENNSYLVANIA TURNPIKE COMMISSION – THE COMMISSION – Long Term and Strategic Planning" and "– CERTAIN OTHER INFORMATION – Operational Factors" in APPENDIX A attached hereto. Such information is not exhaustive and should be evaluated considering the entirety of the information regarding the Commission, the System, and the Commission's finances and operations set forth in this Official Statement.

AUDITED FINANCIAL STATEMENTS

The financial statements of the Commission for the fiscal years ended May 31, 2025 and May 31, 2024 are set forth in APPENDIX B – "AUDITED FINANCIAL STATEMENTS FOR FISCAL YEARS ENDED MAY 31, 2025 AND MAY 31, 2024." The financial statements for the fiscal years ended May 31, 2025 and May 31, 2024 were audited by SB & Company, LLC in its capacity as the Commission's Independent Auditor. SB & Company, LLC has not been engaged to perform nor has it performed, since the date of its auditor's report, any procedures on the financial statements addressed in the reports. Additionally, SB & Company, LLC has not performed any procedures related to the offering of the 2026 Refunding Bonds pursuant to this Official Statement or any other debt-related offering documents.

The basic financial statements of the Commission for fiscal years ended May 31, 2026 and May 31, 2025 are expected to be released in October 2026 and made available through EMMA (defined below) as discussed under "CONTINUING DISCLOSURE" herein.

CONTINUING DISCLOSURE

The Commission will enter into a Continuing Disclosure Agreement for the benefit of the Underwriters and the Registered Owners from time to time of the 2026 Refunding Bonds (the "***Continuing Disclosure Agreement***") pursuant to Rule 15c2-12 promulgated by the Securities and Exchange Commission (the "***SEC***") under the Securities Act of 1934, as amended (the "***Rule***"). The form of the Continuing Disclosure Agreement is attached hereto as APPENDIX H – "FORM OF CONTINUING DISCLOSURE AGREEMENT". The Commission has engaged Digital Assurance Certification, L.L.C. (the "***Dissemination Agent***"), to serve as the initial Dissemination Agent with respect to the Continuing Disclosure Agreement.

Pursuant to the Continuing Disclosure Agreement, the Commission will provide or cause to be provided to the Municipal Securities Rulemaking Board (the "***MSRB***"), which is currently the sole nationally recognized municipal securities information repository (the "***Repository***") under the Rule, via electronic transmissions pursuant to the MSRB's Electronic Municipal Market Access System ("***EMMA***"), accessible at http://emma.msrb.org, certain financial and operating information and notices, all as set forth in the Continuing Disclosure Agreement.

A default under the Continuing Disclosure Agreement shall not be deemed to be a default under the 2026 Refunding Bonds or the Subordinate Indenture, and the sole remedy to enforce the provisions of the Continuing Disclosure Agreement shall be the right of any Registered Owner, by mandamus, suit, action or

proceeding at law or in equity, to compel the Commission to perform the provisions and covenants contained in the Continuing Disclosure Agreement.

During the five (5) year period preceding the date of this Official Statement, the Commission failed to timely meet certain of its disclosure obligations under its outstanding continuing disclosure undertakings, specifically: (i) notices of certain events and certain financial and operating information that were made available in a timely manner on EMMA, were either (a) not initially linked to all relevant CUSIP numbers or (b) not continuously linked to all relevant CUSIP numbers, (ii) with respect to the Commission's Outstanding Registration Fee Revenue Bonds the quarterly reporting of liquidity fund balances was not reported on a timely basis on two occasions, and (iii) on one occasion, the timely publication of a notice with respect to the issuance of certain Turnpike Senior Revenue Bonds in exchange for satisfaction of the Commission's obligations under a prior EB-5 loan in accordance with the terms of the prior loan agreement relating thereto. The Commission has worked with the Dissemination Agent to correct these issues and enhance compliance with the Commission's continuing disclosure obligations in the future.

UNDERWRITING

Pursuant to the provisions of a bond purchase agreement with the Commission (the "***Purchase Agreement***"), PNC Capital Markets LLC, on its own behalf and on behalf of the other Underwriters shown on the cover page hereof (collectively, the "***Underwriters***"), will agree, subject to certain customary conditions precedent to closing, to purchase (i) the 2026 Subordinate Revenue Refunding Bonds from the Commission at a purchase price equal to $178,160,032.82 (representing the par amount of the 2026 Subordinate Revenue Refunding Bonds, plus original issue premium of $9,399,004.90, less an Underwriters' discount of $573,972.08), and (ii) the 2026 Special Revenue Refunding Bonds from the Commission at a purchase price equal to $92,290,150.17 (representing the par amount of the 2026 Special Revenue Refunding Bonds, plus original issue premium of $5,514,128.70, and less an Underwriters' discount of $298,978.53). Pursuant to the Purchase Agreement, the Underwriters will be obligated to purchase all of the 2026 Refunding Bonds if any of such 2026 Refunding Bonds are purchased.

The 2026 Refunding Bonds may be offered and sold to certain dealers (including the Underwriters and other dealers depositing such 2026 Refunding Bonds into investment trusts) at prices lower than such public offering prices (and such public offering prices may be changed, from time to time, by the Underwriters) only after a public offering of the 2026 Refunding Bonds at the initial offering prices.

The obligation of the Underwriters to accept delivery of the 2026 Refunding Bonds is subject to the terms and conditions set forth in the Purchase Agreement, the approval of legal matters by counsel and other conditions.

The Underwriters and their respective affiliates are full service financial institutions engaged in various activities, which may include securities trading, commercial and investment banking, financial advisory, investment management, principal investment, hedging, financing, and brokerage services. Certain of the Underwriters and their respective affiliates have, from time to time, performed, and may in the future perform, various financial advisory and investment banking services for the Commission, for which they received or will receive customary fees and expenses.

In the ordinary course of their various business activities, the Underwriters and their respective affiliates may make or hold a broad array of investments and actively trade debt and equity securities (or related derivative securities, which may include credit default swaps) and financial instruments (including bank loans) for their own account and for the accounts of their customers and may at any time hold long and short positions in such securities and instruments. Such investment and securities activities may involve securities and instruments of the Commission.

The Underwriters and their respective affiliates may also communicate independent investment recommendations, market color or trading ideas and/or publish or express independent research views in respect of such assets, securities or instruments and may at any time hold, or recommend to clients that they should acquire, long and/or short positions in such assets, securities, and instruments.

PNC Capital Markets LLC and PNC Bank, National Association are both wholly-owned subsidiaries of the PNC Financial Services Group, Inc. PNC Capital Markets LLC is not a bank, and is a distinct legal entity from PNC Bank, National Association. PNC Bank, National Association has/may have other banking and financial relationships with the Commission.

PNC Capital Markets LLC may offer to sell to its affiliate, PNC Wealth Management LLC ("***PNCWM***"), securities in PNCCM's inventory for resale to PNCWM's customers, including securities such as those to be offered by the Commission. PNCCM may share with PNCWM a portion of the fee or commission paid to PNCCM if any Bonds are sold to customers of PNCWM.

FNB America Securities LLC ("***FNB Securities***") is a Pennsylvania Limited Liability Company. FNB Securities is a wholly owned subsidiary of F.N.B. Corporation. FNB Securities is a registered broker dealer with the Securities and Exchange Commission (SEC) and the Municipal Securities Rulemaking Board (MSRB) and is a member of FINRA. FNB Securities is not a banking entity and is a distinct legal entity from its affiliate First National Bank of Pennsylvania. First National Bank of Pennsylvania is a wholly owned subsidiary of F.N.B. Corporation and may have banking relationships with the Commission.

Truist Securities, Inc. has entered into an agreement (the "***TIS Distribution Agreement***") with Truist Investment Services, Inc. ("***TIS***") for the retail distribution of certain municipal securities offerings, including the 2026 Refunding Bonds. Pursuant to the TIS Distribution Agreement, Truist Securities, Inc. will share a portion of its underwriting compensation, as applicable, with respect to the 2026 Refunding Bonds with TIS. Each of Truist Securities, Inc. and TIS is a subsidiary of Truist Financial Corporation. Truist Securities is the trade name for the corporate and investment banking services of Truist Financial Corporation and its subsidiaries. Securities and strategic advisory services are provided by Truist Securities, Inc., member FINRA and SIPC. Lending, financial risk management, and treasury management and payment services are offered by Truist Bank. Deposit products are offered by Truist Bank, Member FDIC. In its normal course of business Truist Bank may currently, or in the future, provide credit, treasury management, or other commercial banking services to the Commission.

RATINGS

Moody's Ratings ("Moody's"), S&P Global Ratings ("S&P"), and Kroll Bond Rating Agency ("KBRA") have assigned their municipal bond ratings of "A2", "A+", and "A+", respectively, to the 2026 Subordinate Revenue Refunding Bonds. Moody's and KBRA have assigned their municipal bond ratings of "Aa3" and "AA-", respectively, to the 2026 Special Revenue Refunding Bonds.

An explanation of the significance of each of such ratings and any outlook may be obtained from the rating agency furnishing the same at the following addresses: Moody's Ratings, 7 World Trade Center at 250 Greenwich Street, New York, New York 10007; S&P Global Ratings at 55 Water Street, New York, New York 10041; and Kroll Bond Rating Agency, 845 Third Avenue, New York, New York 10022. Certain materials and information not included in this Official Statement may have been furnished to such rating agencies. A rating is not a recommendation to buy, sell or hold securities. There is no assurance that such ratings will continue for any given period of time or that they may not be lowered or withdrawn entirely by the rating agencies, or any of them, if, in their or its judgment, circumstances so warrant. Any such downward change in or withdrawal of such ratings, or any of them, may have an adverse effect on the market price of the 2026 Refunding Bonds.

Neither the Underwriters nor the Commission (except to the extent the Commission is required pursuant to the provisions of the Continuing Disclosure Agreement) have undertaken any responsibility to bring to the attention of the holders of the 2026 Refunding Bonds any proposed or actual change in or withdrawal of any rating or the outlook of any rating and neither the Underwriters nor the Commission have undertaken any responsibility to oppose any proposed change or withdrawal of any rating or the outlook thereof. See "CONTINUING DISCLOSURE" above.

LITIGATION

General

There is no controversy or litigation of any nature now pending or threatened restraining or enjoining the issuance, sale, execution or delivery of the 2026 Refunding Bonds, or in any way contesting or affecting the validity of the 2026 Refunding Bonds or any proceedings of the Commission taken with respect to the offer or sale thereof, or the pledge or application of any moneys or security provided for the payment of the 2026 Refunding Bonds, the existence or powers of the Commission, or the authority for the Commission to undertake the 2026 Refunding Project.

The Commission is covered by Act No. 152, approved September 28, 1978, *42 Pa.C.S. § 8528,* which provides for a limited waiver of sovereign immunity by the Commonwealth. Damages for any loss are limited to $250,000 for each plaintiff or $1,000,000 in the aggregate. On March 11, 2024 the Pennsylvania Supreme Court granted appeal in *Freilich v. Se. Pennsylvania Transportation Auth*., 302 A.3d 1261 (Pa. Commw. Ct. 2023), appeal granted, No. 245 EAL 2023, 2024 WL 1044586 (Pa. Mar. 11, 2024). In granting the appeal in *Freilich*, the Pennsylvania Supreme Court will consider whether Section 8528(b)'s statutory cap on damages of $250,000 violates Article I, Sections 6 and 11 of the Pennsylvania Constitution. In the event that the Pennsylvania Supreme Court determines that such statutory cap is unconstitutional, the Commission could be subject to significant additional liabilities in personal injury and related litigation matters. The Commission currently self-insures against tort claims. The Commission is unable to presently predict the availability and cost of commercial insurance coverages, should the Commission choose to obtain third party insurance against such claims in the future. Accordingly, the Commission is currently unable to predict the impact on the Commission's finances should the *Freilich* matter result in an elimination of the statutory caps. The defendant, the Southeastern Pennsylvania Transportation Authority, filed its brief on the matter with the Pennsylvania Supreme Court on August 2, 2024. On that date the Commission also joined a brief filed with the Pennsylvania Supreme Court as *amici curiae*, asking the Court to rule that the statutory caps on damages are constitutional. The Court heard oral arguments on the *Freilich* matter on March 4, 2025 and their decision is pending. During the current session of the Pennsylvania General Assembly, Senate Bill 383 was proposed which, if enacted, would have, *inter alia*, increased the limitations on damages in cases involving permanent dismemberment or death. See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – THE COMMISSION – Recent Developments and Legislation--*Litigation Relating to Sovereign Immunity in Pennsylvania*."

The Commission is subject to claims for personal injury and/or property damage pending against the Commission pertaining to matters normally incidental to routine operations. Currently, none of such claims, individually or in the aggregate, are deemed to expose the Commission to a material risk of loss.

Certain Litigation

The Commission may be subject to additional litigation or other actions from time to time in the future which cannot be predicted at this time. See "INVESTMENT CONSIDERATIONS – Litigation and Other Actions Against the Commission" herein and APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – THE COMMISSION – Recent Developments and Legislation."

LEGAL MATTERS

Certain legal matters with respect to the 2026 Refunding Bonds will be passed upon by Saul Ewing LLP and Steptoe & Johnson PLLC, Co-Bond Counsel. A copy of the proposed form of opinion of Co-Bond Counsel which will be delivered on the date of issuance and delivery of the 2026 Refunding Bonds is set forth in APPENDIX E – "FORM OF OPINIONS OF CO-BOND COUNSEL." Certain other legal matters will be passed upon for the Underwriters by their Counsel, Eckert Seamans Cherin & Mellott, LLC, and for the Commission by its Chief Counsel, Doreen A. McCall, Esquire, and Stradley Ronon Stevens & Young, LLP, as Disclosure Counsel to the Commission.

The various legal opinions to be delivered concurrently with the delivery of the 2026 Refunding Bonds express the professional judgment of the attorneys rendering the opinion as to the legal issues explicitly addressed therein. In rendering a legal opinion, the attorney does not become an insurer or guarantor of that expression of professional judgment, of the transaction opined upon, or the future performance of the parties to the transaction. In addition, the rendering of an opinion does not guarantee the outcome of any legal dispute that may arise out of the transaction.

CO-FINANCIAL ADVISORS

The Commission has retained Phoenix Capital Partners, LLP, Philadelphia, Pennsylvania, and Public Resources Advisory Group, Inc., Media, Pennsylvania, as Co-Financial Advisors with respect to the authorization and issuance of the 2026 Refunding Bonds. The Co-Financial Advisors are not obligated to undertake or assume responsibility for, nor have they undertaken or assumed responsibility for, an independent verification of the accuracy, completeness or fairness of the information contained in this Official Statement. Each Co-Financial Advisor is a registered independent advisory firm and is not engaged in the business of underwriting, trading, or distributing municipal securities or other public securities.

TAX MATTERS

The following is a summary of the material federal and state income tax consequences of holding and disposing of the 2026 Refunding Bonds. This summary is based upon laws, regulations, rulings and judicial decisions now in effect, all of which are subject to change (possibly on a retroactive basis). It does not discuss all aspects of federal income taxation that may be relevant to investors in light of their own particular investment circumstances or describe the tax consequences to certain types of owners subject to special treatment under the federal income tax laws, and, except for the income tax laws of the Commonwealth, it does not discuss the consequences to an owner under any state, local or foreign tax laws. The summary does not deal with the tax treatment of persons who purchase the 2026 Refunding Bonds in the secondary market. Prospective investors are advised to consult their own tax advisors regarding federal, state, local and other tax considerations of purchasing, holding, and disposing of the 2026 Refunding Bonds.

Federal Income Tax Exclusion

In the opinion of Saul Ewing LLP and Steptoe & Johnson PLLC, Co-Bond Counsel, under existing law as enacted and construed on the delivery date of the 2026 Refunding Bonds, and assuming the accuracy of certain certifications of the Commission and continuing compliance by the Commission with its tax covenants with respect to the 2026 Refunding Bonds, interest on the 2026 Refunding Bonds is excluded from gross income for federal income tax purposes under the Internal Revenue Code of 1986, as amended (the "***Code***"), and is not an item of tax preference for purposes of the federal alternative minimum tax imposed on individuals; however, such interest is taken into account in determining the "adjusted financial statement income" (as defined in the Code) of certain corporations for purposes of computing the alternative minimum

tax imposed on such corporations. Co-Bond Counsel expresses no further opinion as to any other federal income tax consequences regarding the 2026 Refunding Bonds.

The Code prescribes a number of qualifications and conditions for the interest on state and local government obligations (including the 2026 Refunding Bonds) to be and to remain excluded from gross income for federal income tax purposes, some of which require future or continued compliance after issuance of the obligations (including the 2026 Refunding Bonds). Noncompliance with these requirements by the Commission may cause loss of such status and result in the interest on the 2026 Refunding Bonds being included in gross income for federal income tax purposes retroactively to the date of issuance of the 2026 Refunding Bonds. The Commission has covenanted to take all actions required of it for the interest on the 2026 Refunding Bonds to be and to remain excluded from gross income for federal income tax purposes, and not to take any actions that would adversely affect that exclusion. After the date of issuance of the 2026 Refunding Bonds, Co-Bond Counsel will not undertake to determine compliance with any tax matters herein discussed and will also not be responsible for updating their opinions for any reason.

Interest on the 2026 Refunding Bonds may be subject: (1) to a federal branch profits tax imposed on certain foreign corporations doing business in the United States; and (2) to a federal tax imposed on excess net passive income of certain S corporations. Under the Code, the exclusion of interest from gross income for federal income tax purposes may have certain adverse federal income tax consequences on items of income, deduction or credit for certain taxpayers, including financial institutions, certain insurance companies, recipients of Social Security and Railroad Retirement benefits, those that are deemed to incur or continue indebtedness to acquire or carry tax-exempt obligations, and individuals otherwise eligible for the earned income tax credit. The applicability and extent of these and other tax consequences will depend upon the particular tax status or other tax items of the owner of the 2026 Refunding Bonds. Co-Bond Counsel will express no opinion regarding those consequences.

Payments of interest on tax-exempt obligations, including the 2026 Refunding Bonds, are generally subject to information reporting requirements under the Code. If a 2026 Refunding Bond owner is subject to backup withholding under the Code, then payments of interest on their 2026 Refunding Bonds will also be subject to backup withholding. Those withholding requirements do not affect the exclusion of interest on the 2026 Refunding Bonds from gross income for federal income tax purposes.

Co-Bond Counsel's engagement with respect to the 2026 Refunding Bonds ends with the issuance of the 2026 Refunding Bonds, and, unless separately engaged, Co-Bond Counsel is not obligated to defend the Commission or the owners of the 2026 Refunding Bonds regarding the federal tax status of interest thereon in the event of an audit examination by the Internal Revenue Service (the "***IRS***"). The IRS has a program to audit tax-exempt obligations to determine whether the interest thereon is includible in gross income for federal income tax purposes. If the IRS does audit the 2026 Refunding Bonds, under current IRS procedures, the IRS will treat the Commission as the taxpayer and the beneficial owners of the 2026 Refunding Bonds will have only limited rights, if any, to obtain and participate in judicial review of such audit. Any action of the IRS, including but not limited to selection of the 2026 Refunding Bonds for audit, or the course or result of such audit, or an audit of other obligations presenting similar tax issues, may affect the market value of the 2026 Refunding Bonds.

Original Issue Premium

Original Issue Premium. Certain of the 2026 Refunding Bonds ("***Premium 2026 Refunding Bonds***") may be offered and sold to the public at a price in excess of their stated redemption price at maturity (the principal amount). That excess constitutes bond premium. For federal income tax purposes, bond premium is amortized over the period to maturity of a Premium 2026 Refunding Bond. No portion of that bond premium is deductible by the owner of a Premium 2026 Refunding Bond. For purposes of determining the owner's gain

or loss on the sale, redemption (including redemption at maturity) or other disposition of a Premium 2026 Refunding Bond, the owner's tax basis in the Premium 2026 Refunding Bond is reduced by the amount of bond premium that is amortized during the period of ownership. As a result, an owner may realize taxable gain for federal income tax purposes from the sale or other disposition of a Premium 2026 Refunding Bond for an amount equal to or less than the amount paid by the owner for that Premium 2026 Refunding Bond.

Commonwealth Tax Exemption

In the opinion of Saul Ewing LLP and Steptoe & Johnson PLLC, Co-Bond Counsel, under existing law as enacted and construed on the delivery date of the 2026 Refunding Bonds, the interest on the 2026 Refunding Bonds is exempt from Pennsylvania personal income tax and Pennsylvania corporate net income tax, under the laws of the Commonwealth. Co-Bond Counsel express no opinion regarding other state or local tax consequences arising with respect to the 2026 Refunding Bonds, including whether interest on the 2026 Refunding Bonds is exempt from taxation under the laws of any jurisdiction (excluding federal law herein discussed) other than the Commonwealth of Pennsylvania.

Risk of Future Legislative Changes and/or Court Decisions

Legislation or administrative actions and court decisions, at either the federal or Commonwealth level, may cause interest on the 2026 Refunding Bonds to be subject to federal, Commonwealth or local income taxation. There can be no assurance that legislation enacted or proposed, or actions by a court or administrative agency, after the date of issuance of the 2026 Refunding Bonds will not have an adverse effect on the tax status of interest on the 2026 Refunding Bonds or the market value or marketability of the 2026 Refunding Bonds.

Investors should consult their own financial and tax advisors with respect to any of the Tax Matters discussed above to analyze the importance of these risks.

TRUSTEE, PAYING AND AUTHENTICATING AGENT

Computershare Trust Company, N.A. (the "***Bank***"), St. Paul, Minnesota, is the Trustee, Paying and Authenticating Agent under the Subordinate Indenture, the obligations, and duties of which are as described in the Subordinate Indenture. The Bank has not evaluated the risks, benefits or propriety of any investment in the 2026 Refunding Bonds, makes no representation, and has reached no conclusions, regarding the validity of the 2026 Refunding Bonds, the investment quality of the 2026 Refunding Bonds, the security therefor, the adequacy of the provisions for payment thereof or the treatment of the 2026 Refunding Bonds, including interest thereon, under federal and Commonwealth law, about all of which the Bank expresses no opinion and expressly disclaims the expertise to evaluate. The Bank has relied upon the opinion of Co-Bond Counsel for the validity of the 2026 Refunding Bonds and status of the interest on the 2026 Refunding Bonds as well as other matters set out in that opinion. Furthermore, the Bank has no oversight responsibility, and is not accountable, for the use or application by the Commission of any of the 2026 Refunding Bonds authenticated or delivered pursuant to the Subordinate Indenture or for the use or application of the proceeds of such 2026 Refunding Bonds by the Commission.

Under the terms of the Subordinate Indenture, the Trustee is not responsible for any loss or damage resulting from any action or inaction taken in good faith in reliance upon an opinion of counsel and the Trustee is liable only for those damages caused by its gross negligence or willful misconduct.

Under the Subordinate Indenture, the Trustee is not required to take notice, and is not deemed to have notice, of any default under the Subordinate Indenture (except with respect to failure to make debt service payments), unless a Responsible Officer of the Trustee has actual notice thereof or has been specifically notified in writing of such default by the owners of at least 25% in aggregate principal amount of the

Outstanding Subordinate Indenture Bonds of any Class (as defined in APPENDIX C). All notices or other instruments required by the Subordinate Indenture to be delivered to the Trustee must be delivered at the designated office of the Trustee. In the absence of any such notice, the Trustee may conclusively assume no Event of Default under the Subordinate Indenture exists, except as expressly stated in the Subordinate Indenture. The summary of the Trustee's rights, duties, obligations, and immunities is not intended to be a complete summary and reference must be made to the Subordinate Indenture for a complete statement of the Trustee's rights, duties, obligations, and immunities.

VERIFICATION OF ARITHMETICAL COMPUTATIONS

Causey Public Finance, LLC, the verification agent (the "***Verification Agent***") will deliver to the Commission, on or before the issuance of the 2026 Refunding Bonds, its verification report indicating that it has verified, in accordance with the Statement on Standards for Consulting Services established by the American Institute of Certified Public Accountants, the mathematical accuracy of the mathematical computations of the adequacy of the cash and the maturing principal of and interest on the Government Securities deposited with the Escrow Agent to pay when due the maturing principal of and interest on the Refunded Bonds, through the Redemption Date as provided in the Escrow Agreement.

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MISCELLANEOUS

The financial data and other information contained herein have been obtained from the Commission's records, audited financial statements and other sources which are believed to be reliable. No guarantee is given that any of the assumptions, forecasts or estimates contained herein will be realized.

The references herein to the Enabling Acts, the 2026 Refunding Bonds, the Subordinate Indenture, Supplemental Indenture No. 43, the Senior Indenture, the Traffic Study, the Continuing Disclosure Agreement, the Escrow Agreement, and other laws and documents are brief summaries of certain provisions thereof. Such summaries do not purport to be complete and, accordingly, are qualified by reference to and are subject to the full texts thereof.

Neither this Official Statement nor any other disclosure in connection with the 2026 Refunding Bonds is to be construed as a contract with the holders of the 2026 Refunding Bonds. Any statements made in this Official Statement involving matters of opinion or estimates, whether or not expressly so identified, are intended merely as such and not as representations of fact. No representation is made that any of such statements will be realized.

PENNSYLVANIA TURNPIKE COMMISSION

By: /s/ Richard C. Dreher
Richard C. Dreher
Chief Financial Officer

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APPENDIX A

THE PENNSYLVANIA TURNPIKE COMMISSION

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The information in this Appendix A is intended to provide general information regarding the Commission, the Turnpike System, and certain financial, regulatory and operational matters. The order and placement of information in this Appendix A are not an indication of relevance, materiality or relative importance, and this Appendix A should be read in its entirety together with the forepart of this Official Statement and all other Appendices.

Capitalized terms used in this Appendix A and not otherwise defined have the meanings ascribed in the forepart of this Official Statement.

References to website addresses, articles, or reports presented herein, including the Commission's website or any other website containing information about the Commission, are for informational purposes only and may be in the form of a hyperlink solely for the reader's convenience. Unless specified otherwise, such websites and the information or links contained therein are not incorporated into, and are not part of, this Official Statement for any purpose including for purposes of Rule 15c2-12 promulgated by the U.S. Securities and Exchange Commission.

THE COMMISSION

General

The Commission is an instrumentality of the Commonwealth of Pennsylvania (the "***Commonwealth***") existing pursuant to an Act of the General Assembly of Pennsylvania approved on July 18, 2007, P. L. 169, No. 44 ("***Act 44***") and various Acts of the General Assembly approved on several dates, including the Act of May 21, 1937, P.L. 774, Act 211; the Act of May 24, 1945, P.L. 972; the Act of February 26, 1947, P.L. 17; the Act of May 23, 1951, P.L. 335; the Act of August 14, 1951, P.L. 1232; the Act of September 30, 1985, P.L. 240, No. 61, to the extent not repealed by Act 44; the Act of August 5, 1991, P.L. 238, No. 26 ("***Act 26***") and the Act of November 25, 2013, P.L. 974, No. 89 ("***Act 89***") (collectively, the "***Enabling Acts***").

Pursuant to the Enabling Acts, the Commission has the power to construct, operate and maintain the Pennsylvania Turnpike System (as further described herein, the "***System***" or the "***Turnpike System***"). The Commission's composition, powers, duties, functions, duration and all other attributes are derived from the Enabling Acts. The Enabling Acts may be modified, suspended, extended or terminated at any time by further legislation.

Commission Members

The Commission is composed of five members, including one ex officio member, the Secretary (the "***Secretary***") of the Department of Transportation of the Commonwealth of Pennsylvania ("***PennDOT***"). Any vacancy in the membership of the Commission (other than the Secretary of Transportation) must be filled by appointment of the Governor, with the advice and consent of two-thirds of the members of the Pennsylvania Senate.

Act 89 enacted additional provisions pertaining to membership of the Commission. The term of confirmed members of the Commission (other than the Secretary of PennDOT) is a period of four years and members may serve a maximum of two terms. Upon the expiration of a term, a member may continue to hold the office of Commissioner for a period of 90 days or until their successor is

appointed and qualified, whichever is less. The limitations on Commissioner terms under Act 89, including provisions for the appointment of successor Commissioners, do not apply to members of the Commission who were appointed for the first time prior to Act 89's effective date in 2013.

The present members of the Commission and the expiration dates of their respective terms (which, in the cases of Commissioners Logan and Deon, would be extended until reappointment or until a successor is appointed and confirmed) are as follows:

Michael Carroll is the current Chair of the Commission, and serves as the Secretary of PennDOT and the ex-officio member of the Commission. A former legislator who worked on transportation throughout his time in public office, Mr. Carroll was first elected to the Pennsylvania House of Representatives in 2006 and subsequently re-elected for seven additional terms. Mr. Carroll also served as the Democratic chairman of the House Transportation Committee from 2018 through 2022. In addition to his work as a former State Representative, Mr. Carroll formerly worked as the chief of staff for then-state Rep. John Yudichak, served as legislative liaison for PennDOT under Gov. Robert Casey and served as district office director for Congressman Paul Kanjorski. Mr. Carroll earned a Bachelor of Arts in Liberal Studies from the University of Scranton.

Pasquale T. Deon, Sr., an established businessman, is the current Vice Chair of the Commission and has served as a Commissioner since 2002. He is also a service-industry entrepreneur and restaurateur involved in real-estate development, radio broadcasting, beverage distribution and construction. Mr. Deon was re-nominated to serve as a Commissioner by Governor Tom Wolf and his re-nomination to serve another four-year term as a Commissioner was confirmed by the Senate in May 2018 and again on October 26, 2022. His term as a Commissioner expires in October 2026.

Dr. Keith Leaphart is the current Secretary-Treasurer of the Commission, and was appointed to serve as a Commissioner in July 2023. Dr. Leaphart is a physician, entrepreneur, and philanthropist who applies his medical training to inform and expertly advance high functioning, interdisciplinary businesses. Dr. Leaphart serves as a staff relief physician for Bryn Mawr Rehab Hospital, and simultaneously owns and runs Replica Global, LLC, a print firm offering boutique creative services for a variety of industries. Dr. Leaphart is also the founder and chairman of Philanthropi, the first full-service philanthropy fintech firm designed to match charities with individual givers. Dr. Leaphart formerly served as a member, and later chair, of the Lenfest Foundation where Dr. Leaphart oversaw the distribution of over $300 million to Philadelphia based nonprofit organizations over ten years. Dr. Leaphart's extensive board service also includes, and is not limited to, the Public Healthcare Management Corporation, The Philadelphia Inquirer - Independent Director, Comcast NBCUniversal Joint Diversity Advisory Council, University City Science Center, Greater Philadelphia Chamber of Commerce, Pennsylvania Osteopathic Medical Association, and Medical Society of Eastern Pennsylvania. In September 2023, Keith Leaphart, DO, MBA, was named Enterprise Executive Vice President (EVP) and Humana Chief Health Equity and Community Impact Officer for Thomas Jefferson University, Jefferson Health and Jefferson Health Plans. His term as a Commissioner expires in June 2027.

Sean F. Logan, a former State Senator, was appointed to the Commission in July 2022. Mr. Logan previously served on the Commission's governing body, having first been appointed to the Commission in July 2013. He was elected Chairman of the Commission in January 2015, and served in that role through 2017. Mr. Logan was appointed to a two-year term as a commissioner on the

Pennsylvania Gaming Control Board in February 2017 and reappointed to additional two- year terms in January 2019 and in January 2021. Prior to such roles, Mr. Logan was elected to the Pennsylvania State Senate representing the 45th District in Allegheny and Westmoreland counties for three terms, from 2001 until 2010. Mr. Logan serves as Chairman of the UPMC-East board of directors and a board member for UPMC McKeesport. Commissioner Logan holds a bachelor's degree in political science from the University of Pittsburgh. Mr. Logan is the Executive Director/CEO of the Convention and Visitors Bureau of Greater Monroeville. His term as a Commissioner expired in July 2026 and is deemed extended until reappointment or until a successor is appointed and confirmed.

Douglas Farnham, Founder/CEO of Farnham & Pfile Engineering Inc., was appointed to the Commission in September 2024. Mr. Farnham also runs Farnham & Pfile Rental and Sales in Rostraver Township, Westmoreland County, which he started in 1986. Mr. Farnham, who was born in Lackawanna County and a resident of McMurray, Washington County, has also been a leader in advancing the energy industry. He is vice-chairman of the Pennsylvania Coal Alliance, an initiative to educate the public and policymakers about the coal industry in Pennsylvania. He also created Vision 4 Pa, which promotes a clean energy future from fossil fuels produced in Pennsylvania. His term as a Commissioner expires in October 2028.

Executive Personnel

Mark P. Compton assumed the position of Chief Executive Officer of the Commission on February 1, 2013. Mr. Compton previously served as Deputy Secretary of Administration of PennDOT, overseeing eight bureaus within the agency, including: human resources, information systems governance, business solutions and services, infrastructure and operations, and fiscal management. Before joining PennDOT, Mr. Compton served as Director of Government Affairs for all four companies of American Infrastructure, a heavy-duty civil construction company headquartered in Worcester, Pennsylvania. Prior to that, he worked in various public and private operations, focusing largely on transportation, construction and economic development.

Craig R. Shuey is the Chief Operating Officer of the Commission. He joined the Commission in August 2009 as Director of Government Affairs and was named Chief Operating Officer in January 2011. Mr. Shuey served as Acting Chief Executive Officer from October 2012 to February 2013. Prior to joining the Commission, Mr. Shuey was executive director of the Pennsylvania Senate Transportation Committee from 2001 to 2009. He also served as a representative on the Senate Transportation Commission and on various advisory committees in areas such as air, rail, freight movement and safety.

Richard C. Dreher was named the Chief Financial Officer in August 2020. Prior to that, he held the position of Assistant Chief Financial Officer for Financial Management with the Commission where he managed and coordinated the Commission's municipal debt activities and oversaw the Debt and Derivatives, Risk Management, Treasury and Investment departments. Before joining the Commission in 2013, Mr. Dreher served as the Director of the Bureau of Revenue, Capital and Debt in the Governor's Office of the Budget, Commonwealth of Pennsylvania from 2003 to 2013 where he managed the Commonwealth's general obligation debt and directed the Commonwealth's Capital Budget program. In addition, during his time at the Governor's Office of the Budget from 1997 through 2013, Mr. Dreher managed and expanded the largest economic redevelopment program in

the Commonwealth totaling over $4 billion and involving nearly 2,000 projects across the Commonwealth.

Bradley J. Heigel, P.E., was named Chief Engineer in April 2012. He was previously employed by the Commission from 1990 to 2010 and served as the Total Reconstruction Program Manager from 2000 to 2010. From 2010 to 2012, he was employed as a Vice President with Michael Baker, Jr., Inc., an engineering unit of Michael Baker Corporation.

Doreen A. McCall, *Esq.*, has been the Chief Counsel since July 2005. Prior to that time, she served as Chief Counsel to the Pennsylvania Historical and Museum Commission from February 2003 to July 2005 and as Deputy General Counsel in the Governor's Office of General Counsel from April 2000 to January 2003. From September 1996 to April 2000, she was an Assistant General Counsel and from November 1993 to August 1996, she was a staff attorney in the Office of Inspector General.

Robert J. Taylor, P.E., PTOE, was named the Chief Technology and Growth Officer in February 2017. Focusing on harnessing the power of technology and innovation, he is dedicated to enhancing customer safety and mobility while modernizing business operations. Mr. Taylor administers technology programs encompassing technology and innovation management, customer and business systems, technology infrastructure, and security. He also oversees organizational growth initiatives including but not limited to new infrastructure opportunities, new tolling alternatives, back office as a service, opportunities in tolling, parking and transit, and software as a service. Mr. Taylor is the executive sponsor of the Turnpike's Innovation Council and 'Reimagining the Turnpike' initiative. He actively contributes to the PennSTART Operating Committee, the IBTTA Emerging Technology and Agency Technology Leaders committees, and the Smart Belt Coalition. A graduate of The Pennsylvania State University, he holds a Bachelor of Science in Civil Engineering.

Kelli E. Roberts was named Chief Strategy and Communications Officer in October 2023. Since joining the Commission in 2013, Ms. Roberts has held positions in the Communications, Engineering, and Policy and External Affairs Departments providing leadership on initiatives of strategic importance. Prior to joining the Commission, Ms. Roberts most notably served as Deputy Director of Communications in the Pennsylvania Governor's Office from 2011 through 2013 and Special Assistant to the Director of Public Affairs in the U.S. Department of Transportation in 2005.

Sheri L. Herbst was named Chief Administrative Officer in March 2025. Her oversight includes the Human Resources, Employee Safety, Labor Relations, Opportunity and Outreach, and Internal Audit Departments. Since joining the Commission in 2015, Ms. Herbst held the position of Director of Human Resources. Prior to joining the Commission, she served the Commonwealth of Pennsylvania in various roles since 2000, where she last held the position of Director of Human Resources for PennDOT from 2011 to 2015.

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Enabling Acts

Act 44 and the Act 44 Funding Agreement

On July 18, 2007, Act 44 was enacted, creating a "public-public partnership" between the Commission and PennDOT to provide funding for roads, bridges and transit throughout the Commonwealth. Subsequently, in order to, among other things, effectuate the provisions of Act 44 requiring the Commission to make substantial annual payments to PennDOT as described below, the Commission and PennDOT entered into a Lease and Funding Agreement dated October 14, 2007 (the "***Act 44 Funding Agreement***"), incorporating many of the terms of Act 44.

The Act 44 Funding Agreement also granted the Commission the option to lease the portion of Interstate Route 80 ("***I-80***") located in the Commonwealth from PennDOT upon, among other things, the approval of the Federal Highway Administration ("***FHWA***") of the conversion of such portion into a toll road (the "***Conversion***"). The Conversion was not approved by FHWA and neither the Commission nor PennDOT appealed the decision. The Commission did not exercise its option to lease such portion of I-80, and the period during which the Commission could exercise its option under the Act 44 Funding Agreement lapsed on October 14, 2010 without the Commission effectuating the Conversion or having the ability to do so in the future, leaving all legal, financial and operational responsibility for I-80 solely with PennDOT.

Pursuant to Act 44 and the Act 44 Funding Agreement, the Commission is obligated to make scheduled annual payments to PennDOT ("***Act 44/Act 89 Payments***"). Previously, aggregate annual payments in the amount of $450 million were due through 2057, payable in equal quarterly installments, with $200 million of the scheduled annual payments supporting road and bridge projects and $250 million supporting transit projects throughout the Commonwealth. However, commencing with Fiscal Year 2023, the Commission's current annual Act 44/Act 89 Payment obligation was reduced to $50 million. See "*Act 89 and the Act 89 Amendments*" below and "COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS – Other Obligations" herein for more information on the total amount paid by the Commission under the Amended Funding Agreement (as hereinafter defined).

Act 89 and the Act 89 Amendments

On November 25, 2013, Act 89 was enacted to provide (i) substantial revenue enhancements to support investment in the Commonwealth's aging transportation infrastructure, and (ii) substantial reductions in the Commission's obligations with respect to the Act 44/Act 89 Payments. The revenue enhancements providing additional funds each year for investment in the Commonwealth's transportation infrastructure were fully implemented in Fiscal Year 2018.

Revisions to the Commission's Act 44/Act 89 Payment obligations enacted under Act 89 were implemented by Amendment Number One to Lease and Funding Agreement (the "***Act 89 Amendment***" and together with the Act 44 Funding Agreement, the "***Original Amended Funding Agreement***") executed by the Commission and PennDOT on April 4, 2014.

In accordance with Act 89 and the Original Amended Funding Agreement, the Commission's aggregate annual Act 44/Act 89 Payment to PennDOT for Fiscal Year 2014 through Fiscal Year 2022

was $450 million, with at least $30 million of such annual amount required to be paid from current revenues, and the remainder funded by the proceeds of bonds issued under the Subordinate Revenue Indenture (as hereinafter defined).

The Original Amended Funding Agreement was subsequently further amended, on July 31, 2018, by Amendment Number Two to Lease and Funding Agreement (the "***Amendment Two***"), and on June 11, 2020, by Amendment Number Three to Lease and Funding Agreement (the "***Amendment Three,***" and together with the Original Amended Funding Agreement and Amendment Two, the "***Amended Funding Agreement***"), both of which were executed by all parties to provide current year adjustments for certain due dates for Act 44/Act 89 Payments in Fiscal Years 2019 through 2021. See "COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS – Other Obligations" below for more information on the total amount paid by the Commission under the Amended Funding Agreement.

Act 89 relieved the Commission from over $15 billion in future Act 44/Act 89 Payments to PennDOT during Fiscal Years 2023 through 2057 (the term of the Amended Funding Agreement), by reducing the Commission's aggregate annual Act 44/Act 89 Payments to PennDOT to $50 million, which amount must be paid from current revenues of the Commission. Further, Act 89 revised the permitted uses of the Commission's annual Act 44/Act 89 Payments, which between 2014 and 2022 included the support of projects such as the Commonwealth's road and bridge projects, mass transit capital and operating needs, other transportation programs of statewide significance, and certain multi-modal projects. Pursuant to Act 89, commencing with Fiscal Year 2023, the Commission's $50 million scheduled annual Act 44/Act 89 Payments must be used to support mass transit capital and operating needs. See "COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS – Other Obligations – Act 44/Act 89 Payments to PennDOT" below for more information on the total amount paid by the Commission under the Amended Funding Agreement.

Rules Relating to Governance and Accountability Under the Enabling Acts

The Enabling Acts set forth certain rules relating to governance and accountability of the Commission, including, but not limited to: requiring the Commission to file an annual financial plan with the Pennsylvania Secretary of the Budget no later than June 1 of each year (see "FINANCIAL PLAN" herein); having an audit of the Commission's finances (including a review of its performance, procedures, operating budget, capital budget and debt) conducted by the Auditor General every two years (such audit to be paid for by the Commission) (see "CERTAIN OTHER INFORMATION – Performance Audit by the Auditor General" herein); adopting a comprehensive code of conduct for Commissioners and executive-level employees, which the Commission adopted on October 31, 2007 and revised January 7, 2014 and January 28, 2015; and upon request, at least one Commission member shall testify annually before the appropriations committee of the Pennsylvania House of Representatives and the Senate of Pennsylvania.

Recent Developments and Legislation

Senate Resolution 209

A resolution was adopted by the Senate of Pennsylvania on January 24, 2018 (the "***Senate Resolution 209***") directing the Joint State Government Commission to conduct an analysis of a

potential consolidation of interstate operations at PennDOT and the Commission. The Joint State Government Commission is the primary non-partisan research organization that serves the Pennsylvania General Assembly. Senate Resolution 209 tasked the Joint State Government Commission to, among other things, study all of the following:

1. Evaluate the cost savings, efficiencies and customer service improvements that may materialize as a result of consolidating the interstate operations, including personnel, equipment, facilities and highway administration.

2. Identify Federal and State laws that could impact the consolidation of interstate operations.

3. Review cases in other states where tolled bridges or roadways are effectively governed under a state department of transportation.

4. Evaluate and make recommendations on how to manage the Commission's debt as a result of the consolidation of interstate operations.

5. Evaluate and make recommendations on how to align contractual agreements, including labor agreements, bondholder agreements or other partnership agreements, as a result of the consolidation of interstate operations.

6. Propose legislation required to implement the consolidation of interstate operations.

On January 10, 2020, the Joint State Government Commission issued its report (the "***Report***") pursuant to Senate Resolution 209. The Report does not make any recommendations as to whether to consolidate the interstate operations of PennDOT or the Commission but rather identifies numerous issues that should be considered by the General Assembly. The Report also specifically responds to each of the items enumerated in Senate Resolution 209.

1. With respect to potential cost savings or efficiencies from a consolidation, the Report concludes that minor operational efficiencies could be realized. Specifically, the Report estimates that $5.3 million in annual costs savings could be generated. When compared to the combined operating budgets of PennDOT and the Commission totaling $10.3 billion annually, the projected savings would total roughly 0.05%.

2. The Report concludes that existing federal law does not preclude a possible consolidation of interstate operations of PennDOT and the Commission.

3. An examination of other states managing both tolled and free highways concluded that in most instances the states created a semi-independent instrumentality to operate the tolled highways within the state transportation agency. Financial protection of a state's transportation agency and the state was the primary reason to do this so that the public is not directly obligated to repay the bonds for the tolled roads.

4. The Report concludes that the Commission's outstanding debt of over $14 billion "could serve as a potential barrier to its consolidation within the

department." Further, the Joint State Government Commission concluded that "it is unclear as to how the Commonwealth can lawfully assume the commission's bond debt." Finally, as a result of the financial burden of the Commission's currently outstanding debt, the Report concludes that "the Commonwealth would be unlikely to expand its subsidy for transportation elsewhere in the Commonwealth based on turnpike revenue nor would it be likely to relieve the pressure to continue to generate turnpike revenue robust enough to service the outstanding debt."

5. Preexisting contractual obligations at both PennDOT and the Commission would also likely present many complications to a consolidation of interstate operations.

6. As required by Senate Resolution 209, the Report includes proposed legislation to implement a consolidation of the interstate operations at PennDOT and the Commission. The proposed legislation does not appear to address or resolve many of the operational or legal obstacles identified in the Report.

The Commission cannot predict if the Report may lead to the introduction or adoption of legislation that may affect the Commission and/or its operations. Furthermore, the Commission cannot predict, at this time what action, if any, may be taken by the Pennsylvania General Assembly as a result of the Report, or what effect, if any, a consolidation of the Commission and PennDOT would have on the Commission's debt or the security for such debt.

Black & Veatch Construction, Inc.

Black & Veatch Construction Inc. ("***BVCI***") has filed two separate claims with respect to contracts with the Commission.

On September 22, 2023, BVCI filed a claim with the Commission related to the Commission's Contract No. EN-00232-03-02 for the design build fiber optic network installation on the Turnpike Mainline between milepost 247.4 and milepost H-42.70 ("***BVCI Contract #1***"). BVCI submitted a bid for the work for the first of the five contracts and was the low bidder at approximately $45 million. In September 2019, following the award, BVCI and the Commission entered into BVCI Contract #1 with respect to such work. Although the BVCI Contract #1 completion date was November 19, 2021, BVCI did not achieve substantial completion with respect thereto until June 2, 2023. The Commission assessed liquidated damages in excess of $3 million due to BVCI's 489-day late delivery of the project under BVCI Contract #1. BVCI seeks approximately $44 million in alleged breaches of contract and other alleged Commission caused impacts as reasons for BVCI's late delivery of the project under BVCI Contract #1. A Claims Review Meeting with respect to BVCI Contract #1 was held in April 2024. A final determination denying BVCI's claims with respect to BVCI Contract #1 was issued by the Commission's Contracting Officer's designee on August 5, 2024. On August 20, 2024, BVCI filed a complaint with the Board of Claims, with respect to BVCI Contract #1 and on September 19, 2024 the Commission filed preliminary objections to various counts contained in BVCI's Complaint. BVCI responded to the Commission's preliminary objections on November 18, 2024. The parties filed briefs regarding the preliminary objections.

On May 3, 2024, BVCI filed a claim with the Commission related to the Commission's Contract No. EN-00232-03-03 for the design build fiber optic network installation on the northeastern extension of the Pennsylvania turnpike between mileposts 333.30 and A130.60 ("***BVCI Contract #2***"). BVCI submitted a bid for the work for the second of the five contracts and was the low bidder at approximately $50 million. On December 2, 2019, following the award, BVCI and the Commission entered into BVCI Contract #2 with respect to such work. Although the BVCI Contract #2 completion date was December 17, 2021, BVCI did not achieve substantial completion with respect thereto until November 6, 2023. The Commission assessed liquidated damages in excess of $4.3 million due to BVCI's 689-day late delivery of the project under BVCI Contract #2. BVCI seeks approximately $44 million in alleged breaches of contract, alleged differing site conditions and other alleged Commission caused impacts as reasons for BVCI's late delivery of the project under BVCI Contract #2. A final determination was issued on September 3, 2024. On September 17, 2024, BVCI filed a complaint with the Board of Claims, with respect to BVCI Contract #2. The Commission filed preliminary objections to various counts contained in the Complaint on November 18, 2024. BVCI responded to the Commission's preliminary objections on December 18, 2024. The parties filed briefs regarding the preliminary objections.

On July 3, 2025, the Board of Claims granted BVCI's motion to consolidate the two claims for purposes of discovery and hearing, although each claim will require the entry of separate judgments.

On November 13, 2025, the Board of Claims issued an Opinion and Order dismissing one count in each Complaint. Specifically, the Board dismissed BVCI's breach of duty of good faith and fair dealing claims in each of the Complaints and determined that BVCI had sufficiently pled the remaining claims in order for the Commission to defend the claims. The Commission filed answers to both Complaints on February 13, 2026. The parties have commenced written discovery.

The Commission cannot predict the outcome of the Board of Claims. In the event of a decision that is adverse to the Commission, it cannot estimate the amount or range of potential loss with respect to either BVCI Contract #1 or BVCI Contract #2. However, the Commission will vigorously defend such claims and will assert all available defenses in both matters.

Certain Prior Litigation

On April 28, 2021, Julie Thomas (the "***Plaintiff***"), an E-ZPass customer and frequent traveler on the System, filed a putative class action lawsuit against the Commission, and TransCore, L.P. ("***TransCore***"), as the vendor that provides, operates, and maintains the Electronic Toll Collection Customer Service Center and Violations Processing Center. The Plaintiff asserted claims for conversion and unjust enrichment against the Commission, as well as additional claims against TransCore, with respect to certain toll collection practices. On August 29, 2024, the Court granted a motion by the Commission to dismiss, holding that Plaintiff's claim for conversion was barred by sovereign immunity, and that Plaintiff's unjust enrichment claim failed because of the existence of a written agreement between Plaintiff and the Commission. The Court dismissed these claims with prejudice. The Court also dismissed, without prejudice, Plaintiff's declaratory judgment cause of action against the Commission, with leave to replead in 30 days; such claim was for declaratory relief only, and would not result in the assessment of any damages against the Commission. On December 2, 2024, Plaintiff filed an amended complaint naming only TransCore as a defendant. On December

31, 2025, the Court granted TransCore's motion and dismissed the case with prejudice. On January 29, 2026, the Plaintiff appealed the dismissal of her claims against both the Commission and TransCore to the United States Court of Appeals for the Third Circuit. The Plaintiff filed her brief with the United States Court of Appeals for the Third Circuit on April 13, 2026, and the Commission filed its response brief on May 12, 2026.

Litigation Relating to Sovereign Immunity in Pennsylvania

The Commission is covered by Act No. 152, approved September 28, 1978, *42 Pa.C.S. § 8528,* which provides for a limited waiver of sovereign immunity by the Commonwealth. Damages for any loss are limited to $250,000 for each plaintiff or $1,000,000 in the aggregate. On March 11, 2024, the Pennsylvania Supreme Court granted appeal in *Freilich v. Se. Pennsylvania Transportation Auth*., 302 A.3d 1261 (Pa. Commw. Ct. 2023), appeal granted, No. 245 EAL 2023, 2024 WL 1044586 (Pa. Mar. 11, 2024). In granting the appeal in *Freilich*, the Pennsylvania Supreme Court will consider whether Section 8528(b)'s statutory cap on damages of $250,000 violates Article I, Sections 6 and 11 of the Pennsylvania Constitution. In the event that the Pennsylvania Supreme Court determines that such statutory cap is unconstitutional, the Commission could be subject to significant additional liabilities in personal injury and related litigation matters. The Commission currently self-insures against tort claims. The Commission is unable to presently predict the availability and cost of commercial insurance coverages, should the Commission choose to obtain third party insurance against such claims in the future. Accordingly, the Commission is currently unable to predict the impact on the Commission's finances should the *Freilich* matter result in an elimination of the statutory caps. SEPTA filed its brief on the matter with the Pennsylvania Supreme Court on August 2, 2024. On that date the Commission also joined a brief filed with the Pennsylvania Supreme Court as *amici curiae*, asking the Court to rule that the statutory caps on damages are constitutional. The Court heard oral arguments on the *Freilich* matter on March 4, 2025 and their decision is pending. During the current session of the Pennsylvania General Assembly, Senate Bill 383 was proposed which, if enacted, would have, *inter alia*, increased the limitations on damages in cases involving permanent dismemberment or death. See "Recent Developments and Legislation – *Legislative Proposals*" below.

Additional Matters

The Commission continues to be actively engaged with other Commonwealth administrative agencies in initiatives to streamline project delivery and increase operational efficiencies. Among such undertakings are a number of collaborative programs with PennDOT in various administrative and technical areas, including integration of communication and information systems, standardization of manuals and publications, and coordination of training, operations, project planning and construction phasing.

Legislative Proposals

From time to time, legislation is introduced in the Pennsylvania General Assembly (with respect to the Enabling Acts and otherwise) and in the United States Congress, the nature and content of which may affect the Commission. The Commission cannot predict whether any such legislation will be enacted into law, or how any such legislation may affect the Commission's ability to pay the Turnpike Senior Revenue Indenture Obligations (as hereinafter defined), the Subordinate Revenue

Indenture Obligations (as hereinafter defined), the Oil Franchise Tax Revenue Bonds (as hereinafter defined) or the Registration Fee Revenue Bonds (as hereinafter defined), or to perform its operations and financial obligations pursuant to the Enabling Acts.

The Pennsylvania House of Representatives and the Pennsylvania Senate convene for a two-year session on the first Tuesday after New Year's Day in odd numbered years and adjourn (Sine Die) on November 30 of the next even numbered year. The 2025-2026 legislative session began on January 7, 2025, and is scheduled to adjourn on November 30, 2026.

In the past, legislation has been introduced, but not enacted, to, among other things, further reduce the payments due by the Commission under Act 44, waive tolls for emergency vehicles in certain situations, grant disabled veterans a discount, create a partnership with the United States Treasury to collect delinquent taxes and debt (including tolls), obligate the Commission to construct, operate and maintain portions of the Southern Beltway, reinstate laid off toll and fare collection employees, increase the limitations on damages in certain circumstances under the limited waiver of sovereign immunity applicable to the Commission, and impose various regulations affecting the operations of the Commission. The Commission cannot predict whether similar legislation or other legislation may be considered by the General Assembly or if any proposals or initiatives may lead to the adoption of legislation that may affect the Commission and/or its operations.

Legislation either in discussion or introduced in the Pennsylvania General Assembly during the 2025-26 legislative session, that if enacted could materially affect the Commission, includes the following:

House Bill 255, which if enacted would create a five-year "Green Vehicle Pilot Program" that would offer tiered levels of credits (between $100 and $200) for tolls charged on the Turnpike System, was introduced and referred to Transportation Committee on January 17, 2025.

House Bill 257, which if enacted would require PennDOT to include information relating to safe driving practices in work zones along with penalties, was passed in the Senate on August 12, 2025, and referred as to House Rules Committee on September 9, 2025.

House Bill 1734, which if enacted would increase the time rental car companies have to appeal E-ZPass toll violations from 30 to 60 days, was referred to the Senate Transportation Committee on October 15, 2025.

Senate Bill 379, which if enacted would create the "Turnpike-to-Port Freight Reimbursement Fund" at the Pennsylvania Treasury for the purpose of providing Commonwealth- funded reimbursement for certain Pennsylvania-based companies for their tolls when transporting goods to the Port of Philadelphia for shipping, was referred to Senate Transportation Committee on March 6, 2025. This is a reintroduction of Senate Bill 41 of the 2023-2024 session.

Senate Bill 383, which if enacted would increase the cap on statutory damages for causes of action involving dismemberment or death against both a Commonwealth party and a local party, was referred to Senate Judiciary Committee on February 28, 2025.

Senate Bill 572, which provides for the intercept of Pennsylvania lottery winnings in excess of $2,500 for a single prize and state income tax refunds due to persons with unpaid tolls, for the

amount of tolls due to the Commission plus any penalties or associated fees, was referred to Senate Transportation Committee on April 9, 2025. This is a reintroduction of Senate Bill 473 of the 2023-2024 session.

Senate Bill 772, which if enacted would offer a 50% tax credit for certain tolls paid with a $500 cap per filer, was referred to Senate Finance on May 22, 2025. Eligible tolls would include those incurred while traveling on the System.

House Bill 1840, which if enacted would grant disabled veterans a 50% discount for use of the Pennsylvania Turnpike, was referred to House Transportation on September 9, 2025.

House Bill 2205, which if enacted would eliminate the Commission's ability to exercise the power of eminent domain, was filed February 6, 2026, and referred to House Transportation Committee on February 9, 2026.

House Bill 2219, which if enacted would prohibit the use of any license plate obscuring device which manually or electronically hides a license plate from view, is capable of changing the appearance of a license plate to appear as a different plate, or inhibits the proper operation of an enforcement camera for toll collection and traffic safety, as well as all license plate covers. This bill was filed February 11, 2026, and referred to House Transportation Committee on February 17, 2026.

House Co-Sponsorship Memoranda, which if enacted would provide a tax credit to cover 50% of certain taxpayers' toll related expenses for the taxable year up to a maximum of $1,000, was filed July 9, 2025. Eligible tolls would include those incurred while traveling on the System.

House Co-Sponsorship Memoranda, which if enacted would require the Commission to allow at least six months to appeal video tolls or flat video tolls that have been posted to their account, was filed September 23, 2025. This Memoranda was introduced as House Bill 1916 and was referred to House Transportation Committee on October 6, 2025.

House Co-Sponsorship Memoranda, which if enacted would increase the cap on statutory damages for causes of action involving dismemberment or death against both a Commonwealth party and a local party, was filed on February 11, 2025.

A Senate Co-Sponsorship Memoranda, which if enacted would phase in a two-plate license plate system with license plates on the front and rear of vehicles registered in the Commonwealth, was filed on July 10, 2025. Front license plates are helpful to ensure accurate and equitable toll collections.

A Senate Co-Sponsorship Memorandum circulated on March 19, 2026, proposes legislation to strengthen enforcement against chronic Turnpike toll evasion through a three-tier penalty framework. The proposal would (i) establish a criminal trespass offense for individuals who operate a vehicle on the System while the vehicle's registration is suspended for unpaid toll violations, (ii) create a theft of toll road services offense applicable to repeat offenders who continue to use the System while subject to such suspension, and (iii) institute a "serious fare evasion" offense, punishable up to a felony of the third degree, for individuals who accrue more than $10,000 in unpaid toll obligations.

Long Term and Strategic Planning

2040 Capital & Asset Analysis. In 2021, the Commission developed its Capital & Asset Analysis 2040 (the "***2040 Capital & Asset Analysis***"), which serves as an update to the 2016 Long Range Plan. The 2040 Capital & Asset Analysis provides evaluations for the asset condition of the Highway, Facilities, Fleet Equipment and Technology Programs to help the Commission make the most informed decisions on where it wants to take its assets in the long-term. Among other items, the 2040 Capital & Asset Analysis, includes recommendations for increasing the number of miles of total reconstruction per year. In December 2023, the 2040 Capital & Asset Analysis was updated because of the sharp rise in the costs of construction and vehicle/equipment procurement. This rise is tied to abnormally high inflation, labor shortages and material delivery issues. A copy of the 2040 Capital & Asset Analysis and the subsequent update are available by request.

2025 Strategic Plan. Adopted on January 21, 2025, the Commission's 2025-2029 Strategic Plan (the "***Strategic Plan***") established the Commission's current vision, mission, and values. The vision is: "To be a leader in mobility services at the forefront of innovation in transportation, safety and customer experience." The Commission's organizational goals are: (1) Connection – enhance the customer experience and strengthen our partnerships; (2) Culture – invest in and empower our people; (3) Growth – become best in class through innovation and modernization; (4) Safety – advance safety in all aspects of our business and operations; and (5) Stewardship – responsibly manage our finances, assets, social, and environmental obligations. The Strategic Plan is available online at https://files.paturnpike.com/production/docs/default-source/resources/financials-and-planning/strategic_plan.pdf?sfvrsn=9d2ec1ab_19.[1]

2022 Sustainability Report. The Commission's 2022 Sustainability Report focuses on the applicable elements of the United Nations Seventeen Sustainable Development Goals and reflects the benefit of the Commission's internal sustainable strategies as well as its continued work with the Commonwealth's GreenGov Council. The 2022 Sustainability Report is available online at: https://files.paturnpike.com/production/docs/default-source/resources/responsibility-matters/2022-ptc-sustainability-report.pdf?sfvrsn=98eb7727_3.[2]

Extreme Weather and Climate Resiliency Report. In July 2022 the Commission released the Extreme Weather and Climate Resiliency Report, which reflected a comprehensive assessment of the Commission's internal planning, operations, best management practices related to extreme weather events such as flooding, blizzards, hurricanes, and heatwaves, and opportunities to further improve preparedness and responsiveness to create a more resilient System. The Extreme Weather and Climate Resiliency Report may be found on the Commission's website at: https://files.paturnpike.com/production/docs/default-source/resources/responsibility-matters/ptc-extreme-weather-and-climate-resiliency-report_2022-07.pdf?sfvrsn=d96da44a_1.[3]

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[1] The information contained on such website link is not incorporated by reference in this Appendix A.
[2] The information contained on such website link is not incorporated by reference in this Appendix A.
[3] The information contained on such website link is not incorporated by reference in this Appendix A.

THE TURNPIKE SYSTEM

General

The present Turnpike System is composed of:

- the 359-mile Turnpike Mainline traversing the southern portion of Pennsylvania from east to west;
- the 110-mile north/south section identified as the Northeast Extension;
- the approximately 16-mile north/south connection, known as the Beaver Valley Expressway, which intersects the Turnpike Mainline in the southwestern portion of the Commonwealth;
- the approximately 13-mile Amos K. Hutchinson Bypass which adjoins the Turnpike Mainline near the New Stanton Interchange;
- the completed portion of the Mon/Fayette Expressway totaling approximately 48 miles;
- a six-mile section of the Southern Beltway from PA 60 to U.S. 22; and
- a 13-mile section of the Southern Beltway between U.S. 22 and Interstate Route 79 ("***I-79***"), which opened on October 15, 2021.

For a more complete description of the Mon/Fayette Expressway and Southern Beltway projects, see "CAPITAL IMPROVEMENTS – Mon/Fayette Expressway and Southern Beltway" herein.

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A map of the Turnpike System is provided below.



Note: I-80 is not a part of the Turnpike System.

The Turnpike Mainline connects with the Ohio Turnpike at its western terminus and with the New Jersey Turnpike at its eastern terminus. The Turnpike Mainline commences on the eastern boundary of Pennsylvania at the Delaware River Bridge which connects the System to the New Jersey Turnpike. The Turnpike Mainline traverses the state in a westerly direction generally paralleling the southern border of the state immediately north of Philadelphia and south of Harrisburg to the vicinity of Somerset. West of Somerset, the highway follows a northwesterly direction to the northeast of Pittsburgh and to the Ohio state line, south of Youngstown, Ohio.

The System was constructed prior to the development of the National Interstate Highway System and no Federal Highway Trust Fund monies have been utilized in the construction of the Turnpike Mainline, Northeast Extension, Beaver Valley Expressway or Amos K. Hutchinson Bypass section of the Turnpike System. However, portions of the System have been designated as Interstate Routes. The Turnpike Mainline has been designated as Interstate Route 276 between the area where Interstate Route 95 ("***I-95***") crosses the System and the Valley Forge Interchange. With the September 2018 opening of the interchange connecting the Turnpike Mainline with I-95, the portion of the Turnpike Mainline east of the new interchange has been designated as I-95. The portion of the Turnpike Mainline west of the Valley Forge Interchange to the western terminus at the Ohio state line has been designated as part of Interstate Route 76. In addition, the Turnpike Mainline between the New Stanton and Breezewood Interchanges has been designated as part of Interstate Route 70 ("***I-***

70"). The Northeast Extension has been designated as part of Interstate Route 476. Portions of the Beaver Valley Expressway are designated as part of Interstate Route 376 ("***I-376***").

The System was constructed and opened to traffic in sections. The original Turnpike Mainline segment between Irwin and Carlisle was opened in 1940. Ten years later, in 1950, the 100-mile section between Carlisle and King of Prussia was completed and opened. After 1950, construction of new segments of the System occurred at more frequent intervals with the Turnpike Mainline segment placed in service as of May 1956. The initial segment of the Northeast Extension between the Turnpike Mainline and the temporary interchange just south of the Lehigh Tunnel was opened in 1955. The final segment, from the temporary interchange to Scranton, was completed and opened for traffic in November 1957.

The Delaware River Bridge, which connects the Turnpike Mainline with the New Jersey Turnpike System, is owned jointly by the Commission and the New Jersey Turnpike Authority ("***NJTA***").

Interchanges and Service Plazas

The System has a total of 73 interchanges which connect it with major arteries and population centers along its 565-mile traffic corridor. 36 of the interchanges are located on the Turnpike Mainline, including Turnpike Mainline barriers at the New Jersey and Ohio state lines, and 11 interchanges are situated on the Northeast Extension. The additional 26 interchanges are located on the Beaver Valley Expressway, Amos K. Hutchinson Bypass, and completed segments of the Mon/Fayette Expressway and Southern Beltway.

There are 17 service plazas along the System providing gasoline and diesel fuel, other automotive supplies and services, and restaurant services. Beginning in 2005, the Commission entered into long term service plaza redevelopment agreements with Applegreen ("***Applegreen***"), in its capacity as successor to HMSHost Restaurants, LLC, and 7-Eleven, Inc. ("***7-Eleven***"), in its capacity as successor to Sunoco, Inc.[4], to design, reconstruct, finance, operate and maintain all 17 of the service plazas. The Commission has no responsibility for maintaining the service plazas under the agreements. Cumulatively, Applegreen and 7-Eleven have invested approximately $190 million in service renovation projects, at no cost to the Commission. The Commission recognized capital contribution revenues of $4.8 million, related to these agreements for both Fiscal Years ended May 31, 2025, and 2024, respectively, which is based on the capital assets provided by Applegreen and 7-Eleven. Preliminary/unaudited capital contribution revenues recognized in FY26 related to the service plazas is $4.8 million.

The Commission did not approve the second 5-year option to the 7-Eleven agreement and proceeded with a limited solicitation for the Fuel/C-store to both Applegreen and 7-Eleven. Proposals were received from both on July 8, 2026. Following a review of both proposals, on August 18, 2026 the Commission selected Applegreen Investments PA, LLC as its Fuel/C-store lessee. On August 25, 2026, the Commission received a "bid protest" from 7-Eleven challenging the Commission's selection of Applegreen. Currently, the Commission is reviewing the bid protest and will follow its standard bid protest procedures to review and issue a determination regarding the bid protest. The

[4] Pursuant to an Assignment and Assumption of Real Property Lease Agreement executed on January 23, 2018, Sunoco assigned its interest in the lease agreement by and between the Commission and Sunoco, as amended and supplemented, to 7-Eleven, Inc.

Commission cannot predict the outcome of the 7-Eleven bid protest and the Commission will vigorously defend its decision to select Applegreen Investments PA, LLC.

Additional Services

The Commission has a 24/7 Traffic Operations Center which monitors conditions on the System and provides emergency dispatch.

The Commission participates in PennDOT's 511PA travel program, which offers motorists one source to obtain travel information for both the System and PennDOT roadways throughout the Commonwealth. It offers a suite of traveler resources such as the 511PA mobile app, a personal alerts subscription service, a website with a travel conditions map and access to travel information by dialing 511 from any phone. The 511PA travel program offers roadway conditions, slowdown information, live traffic camera images, highway construction updates, weather conditions and alerts, as well as other travel resources. However, the Commission's Customer Assistance Center is available for System-specific phone inquiries during weekday business hours.

Through Applegreen's partnership with Tesla, 48 Tesla superchargers were installed at six service plazas: North Somerset, South Somerset, Peter J. Camiel, Bowmansville, North Hickory Run and South Hickory Run. The Commission is actively engaged in efforts to provide additional EV (as hereafter defined) charging opportunities across the entire System. The Commission has selected Applegreen Electric, a subsidiary of Applegreen, as its EV charging vendor to deploy and operate additional EV chargers at the service plazas along the System. An agreement between the Commission and Applegreen Electric was fully executed on August 14, 2024, and Applegreen Electric is expected to commence the development and deployment of additional EV chargers over the next two years. The Commission is also working in cooperation with FHWA and PennDOT on the Commonwealth's National Electric Vehicle Infrastructure program. See "CERTAIN OTHER INFORMATION – Governance and Operational Factors – *Electric and Alternative Fuel Vehicles*" herein for more information .

The Commission's fiber optic cable network project is intended to provide the information backbone from which tolling information, real-time traffic and crash data for intelligent transportation system devices, connected vehicles, financial information, and other communications can be transmitted. The fiber optic cable project provides efficiencies in the operation of the new open road tolling ("***ORT***"). See "– Toll Collection" below.

In the summer of 2019, the Commission bid two design-build projects for the fiber optic network on the Mainline from the Harrisburg East interchange to the Delaware River Bridge ("***Contract 1***"), and for the entire length of the Northeast Extension ("***Contract 2***") to augment the existing digital microwave network utilized throughout the System. Construction has been completed for Contract 1 and Contract 2 and this portion of the fiber network was placed into service in early 2025. Additionally, the Commission released a request for proposals for the operation, maintenance and commercialization of the fiber optic network in December 2019, and the notice to proceed was issued in February 2021. The Commission has provided notices to proceed on the design-build projects for the remaining segments (the "***Western Network***") of the fiberoptic network from (i) the Harrisburg East Interchange and the Gettysburg Pike Interchange ("***Contract 2.5***"), (ii) the Gettysburg Pike Interchange to the New Stanton Interchange ("***Contract 3***"), and (iii) from the New Stanton

Interchange to the Ohio state line ("***Contract 4***"). Contract 2.5 has been accepted and is operational. In April 2026, Contracts 3 and 4 were accepted and are operational.

Toll Collection

The following information describes the infrastructure of the Commission's all-electronic tolling ("***AET***") and ORT toll collection systems. See "CERTAIN FINANCIAL INFORMATION – Toll Schedule and Rates" herein for information regarding the Commission's toll rates. The operation of an AET toll collection system inherently involves many risks including, but not limited to, threats to the integrity and security of the Commission's information and technology. See "INVESTMENT CONSIDERATIONS – Cybersecurity Threats" in the forepart of this Official Statement and see "CERTAIN OTHER INFORMATION – Cybersecurity" herein.

All Electronic Tolling

Early in 2011, the Commission initiated a feasibility study to examine the benefits and potential issues associated with converting the toll road to an all-electronic, cashless system. The team of McCormick Taylor/CDM Smith was selected and completed the feasibility report (the "***Feasibility Report***") in March 2012. At that time, the Commission determined, based on the assumptions in the Feasibility Report, that conversion to an all-electronic, cashless system was technically feasible from both a financial and physical perspective. In July 2012, the Commission selected HNTB Corporation to act as its Program Manager to lead and direct the multi-disciplinary efforts required to manage and coordinate the design and implementation of an all-electronic, cashless system. The resulting Conceptual Implementation Plan report, including a schedule for conversion, was issued in October 2014, and contemplated full conversion to a non-stop AET system by 2018. However, following the enactment of Act 89, the Commission re-evaluated the schedule and determined that a modified schedule for implementation would be necessary. The Commission's re-evaluation of the transition to a cashless, non-stop system resulted in a planned approach whereby the existing toll lanes were initially equipped with the technology for Toll By Plate ("***Toll By Plate***" or "***TBP***") tolling to allow for cashless tolling to occur (for vehicles not utilizing an E-ZPass transponder) at the existing plaza locations, with the ultimate conversion of the remaining System utilizing an ORT system originally scheduled for October 2021. The Commission also authorized the deployment of an initial six segments of the System consisting of the Delaware River Bridge, which went into operation in January 2016; the Beaver Valley Expressway, which went into operation in April 2017; Keyser Avenue/Clarks Summit, which went into operation in April 2018; the Findley Connector, which went into operation in June 2018; and the Amos K. Hutchinson Bypass and Gateway segments, which went into operation in October 2019.

On March 16, 2020, in response to the public health concerns resulting from the COVID-19 pandemic, the Commission moved to AET collection, removed toll collectors from toll booths and transitioned to only utilizing TBP and E-ZPass toll collection across the System. Initially intended to be a temporary response to the impact of the COVID-19 pandemic, the Commissioners, on June 2, 2020, unanimously approved the permanent transition to AET collection operations.

TBP is supplemental to E-ZPass toll collections and utilizes technology where cameras read the license plates of all non-E-ZPass customers, as they pass through each toll plaza or gantry. The registered owner of the vehicle is then invoiced for the assessed tolls. With the partial conversion of

the System to ORT and the conversion of the entire System to an axle/height vehicle classification in January 2025, the Commission implemented a revised toll structure that results in TBP rates that are effectively double those for E-ZPass in order to provide continued coverage for the additional costs to operate the TBP system versus E-ZPass and to account for partial non-payment of tolls ("***Revenue Leakage***") associated with TBP. Previously, the additional TBP toll was 45% of the toll that would otherwise be due.

The Commission continues to actively work to address Revenue Leakage due to AET through various initiatives that address customer behaviors and system improvement. In response to unpaid invoices, the Commission attempts to collect outstanding amounts via various options where practical and permitted by law. The Commission actively pursues revenue leakage through a range of collection and enforcement initiatives. These include but are not limited to: (i) collection agency actions; (ii) vehicle registration suspensions; and (iii) court actions. See " – *Toll Violation Enforcement*" below. Collection efforts include the use of two competing collection agencies, with volume allocated based on performance, as well as vehicle registration suspensions, civil complaints, court judgments, and payment plan arrangements.

The Commission provides a 15% discount for TBP customers that pre-register their address and/or credit card for invoicing and has established a cash payment channel for unbanked customers through a partnership with Kubra. The Commission is also pursuing reciprocity agreements with other states to enhance cross state collections and is pursuing legislative changes to strengthen enforcement measures for toll violators.

Open Road Tolling

On January 5, 2025, the Commission transitioned its toll collection to ORT on trips east of Reading and on the entire Northeast Extension. ORT is a safer, more convenient way of travel for customers. It is a cashless, free-flowing mode of collecting tolls that operates without traditional toll booths. In an ORT system, tolls are charged electronically as customers drive at highway speeds passing beneath overhead structures, called gantries. The gantries are located between interchanges and contain the cameras and electronic readers required for toll collection. Gantry construction west of Reading is currently underway ahead of the scheduled January 2027 central and western launch on the Mainline System. Until ORT fully launches statewide on the Mainline System, tolls west of Reading where gantries are not yet operational will continue to be charged to a customer as an interchange-to-interchange trip like they were prior to ORT.

Although implementation of the ORT system has significantly altered the way in which relevant tolls are charged, there is expected to be no net revenue impact to the Turnpike System. Under the segment-based system there is a toll gantry between each interchange, and drivers will be charged a given rate at each gantry they pass through rather than one rate based on entry and exit points. As a result, the number of transactions on the ticket system will increase significantly although gross revenue is intended to remain unchanged on a System-wide basis. The segment-based system represents 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 portions of the Mainline System where ORT is active eliminate the need for related toll plazas at interchanges, which will be removed and allow for free-flowing traffic like a traditional Interstate highway.

E-ZPass

The Commission has installed E-ZPass, a form of electronic toll collection, throughout the System. The benefits of E-ZPass include enhanced safety and convenience for users of the System, improved traffic flow and reduced congestion at the System's busiest interchanges.

E-ZPass is available on the entire System. In addition, Express E-ZPass lanes have been constructed at seven interchanges and permit E-ZPass customers to travel through the toll plaza at highway speeds. As of the date of this Official Statement, E-ZPass customers traveling in 19 other states that have implemented E-ZPass technology are able to use E-ZPass in those states.

The Commission has a contract, extending through 2027, with TransCore Company for the design, installation and maintenance of the E-ZPass system software and hardware and the operation of the E-ZPass Customer Service and Violations Processing Centers.

The Commission also offers E-ZPass customers the ability to participate in E-ZPass Plus, which allows customers to use their transponder to pay for parking at participating facilities.

The following table shows that during Fiscal Year 2026 approximately 72.79% of all transactions were E-ZPass (transponder-based) and the remaining 27.21% of transactions were TBP transactions which are invoiced to the registered owner of the vehicle.

E-ZPass Transactions vs. Non-E-ZPass Transactions

Fiscal Year	E-ZPass*	Non-E-ZPass**
2022	77.21%	22.79%
2023	77.40%	22.60%
2024	77.06%	22.94%
2025***	75.04%	24.96%
2026	72.79%	27.21%

*E-ZPass column includes transponder-based E-ZPass and VES (as defined herein) transactions.
**Non-E-ZPass column includes TBP and Non-ETC (as defined herein) transactions.
***FY25 transactions prior to 1/5/25 were recalculated to ORT equivalent transactions. See Notes to TABLE II for additional information regarding equivalent transactions.

The E-ZPass transactions in the foregoing table only represent toll transactions processed through transponder-based systems. When customers' license plates are registered to an E-ZPass (or other transponder-based) account but a transponder-based transaction is not recorded, the customers are still processed by license plate records at E-ZPass rates and, following such processing, the overall E-ZPass account transactions in Fiscal Year 2025 represented 87.8% of all transactions.

ETC Penetration Rates

Prior to the Commission's transition to AET, the Commission's annual revenues from electronic toll collection, which includes revenues from E-ZPass and TBP transactions (collectively, "***ETC***") were approximately $1.1 billion for Fiscal Years 2020 and 2019. The Commission's annual revenues from ticketed drivers (i.e., Non-ETC Transactions) decreased to $170.2 million in Fiscal

Year 2020 from $233.9 million in Fiscal Year 2019. Fiscal Year 2021 was the first Fiscal Year for which the Commission almost exclusively utilized electronic tolling across the whole System. All locations, except the Mon/Fayette Expressway, which was converted to AET in mid-June 2020, utilized electronic tolling exclusively for the full fiscal year.

The following table shows the Commission's ETC penetration rates among passenger and commercial users for Fiscal Years 2022 through 2026. This table reflects a trend of both the passenger and commercial customers increasingly adopting electronic tolling prior to the transition to AET in March 2020.

ETC as a Percentage of Total Volumes

	ETC						
	Toll By Plate*		E-ZPass		Totals		
Fiscal Year	Passenger	Commercial	Passenger	Commercial	Passenger	Commercial	Grand Total
2022	20.06	2.74	62.46	14.74	82.52	17.48	100.00
2023	19.80	2.80	62.80	14.60	82.60	17.40	100.00
2024	20.08	2.86	62.76	14.30	82.84	17.16	100.00
2025**	21.33	3.63	60.60	14.44	81.93	18.07	100.00
2026	22.85	4.36	58.85	13.94	81.70	18.30	100.00

* Includes V-Tolls which are assessed when, for any reason, the customer's E-ZPass transponder is not read on both the customer's entry and exit from the System, resulting in a toll assessment based upon a video snapshot of the customer's license plate.

**FY25 transactions prior to 1/5/25 were recalculated to ORT equivalent transactions. See Notes to TABLE II for additional information regarding equivalent transactions.

Toll Violation Enforcement

To help ensure the collection of toll revenue due to the Commission, a Violation Enforcement System ("***VES***") has been installed at all E-ZPass interchanges to identify violators (customers who travel through E-ZPass lanes and do not have E-ZPass) and motorists with license plates that are unreadable. VES enables the Commission to collect appropriate tolls and other additional fees relating to violations. Act 89 and other statutory provisions governing VES and procedures for enforcement and collection provide for enhanced fare evasion measures and criminal penalties pertaining to E-ZPass violators. Under Act 89, motorists who commit or attempt to commit fare evasion on the System shall have committed a summary offense and upon conviction, shall be fined a sum between $100 and $1,000 in addition to civil penalties that are already in place. Further, upon conviction, motorists who take affirmative action to evade a System fare can be found to have committed a misdemeanor of the third degree, punishable by fines ranging from $3,000 to $6,500 (depending on the number of offenses), and imprisonment of not more than six months for a second offense.

Revenue generated from the additional fare evasion fines imposed by Act 89 is to be deposited in the Commonwealth's Motor License Fund (as hereinafter defined) rather than with the Commission; however, restitution for the full fare is paid to the Commission. Act 165 was signed into law in 2016 and subsequently amended, in relevant part, by Act 112 of 2022, which, among other things, allows for the suspension of vehicle registration for unpaid tolls. Specifically, the vehicle

suspension process is triggered by the failure to pay four (4) or more violations or incurring unpaid tolls or administrative fees of $250. Act 112 also extended the statute of limitations for enforcing unpaid toll violations from three (3) years to five (5) years.

Additionally, Act 165 assists the Commission with the collection of unpaid out-of-state tolls by authorizing PennDOT to enter into a reciprocity agreement for purposes of toll collection and enforcement penalties with another state or tolling entity. Effective September 11, 2018, PennDOT and the State of Delaware Department of Transportation, Division of Motor Vehicles ("***DelDOT***") entered into the first reciprocity agreement under Act 165, generally providing that PennDOT and DelDOT will suspend or hold the registration of vehicles upon unpaid tolls, consistent with the laws and regulations of the other state, upon the request of such state.

In January 2018, the Commission began sending notices of possible vehicle registration suspensions under authority from Act 165 and in February 2018, PennDOT began suspending certain vehicle registrations. In April 2018, the Commission began filing criminal charges against some of the largest toll violators for theft of services.

The Commission's Toll Revenue Enforcement ("***TRE***") unit conducts all internal and external investigations including working with the local District Attorneys' Offices in pursuing criminal prosecutions of the Commission's most egregious toll violators. Additionally, the Commission has initiated a pilot program with several local magisterial districts to bring civil cases for unpaid tolls. TRE's efforts are part of the Commission's coordinated toll collection and enforcement and fraud detection efforts.

In January 2023, the United States Attorney's Office for the Middle District of Pennsylvania announced the indictment of two individuals accused of perpetuating criminal activity involving the acquisition and sale of fraudulent E-ZPass transponders. The investigation and resulting indictments reflect the Commission's continued efforts to identify and mitigate toll revenue enforcement risks.

The Commission has secured agreements with more than 10 Pennsylvania counties for the filing of civil complaints related to unpaid tolls and as of April 1, 2026, has filed 1,347 civil complaints in Commonwealth courts (mainly magisterial districts), which have resulted in 428 judgements, 222 perfected judgements, and 573 cases either being paid in full or pursuant to a payment plan. A limited number of license plate readers have been mounted on certain overhead gantries and signs along the Turnpike which can scan a vehicle's license plate to identify any outstanding criminal citations, warrants or similar issues as well as to identify a vehicle with unpaid tolls exceeding the levels established in Act 112. In addition, Troop T of the Pennsylvania State Police ("PSP") patrol vehicles have all been outfitted with license plate readers and on April 21, 2026, the PSP began a system-wide enforcement effort targeting vehicles with suspended registrations due to unpaid tolls. The Commission is also utilizing data analytics from toll gantry information to pinpoint time and locations when major toll scofflaws are on the Turnpike System and sharing such information with PSP. Finally, the Commission continues to investigate and refer to law enforcement, coordinated efforts to avoid tolls by a limited number of commercial accounts.

Several House Bills, Senate Bills, and Senate Co-Sponsorship Memoranda have been introduced with purposes that would further strengthen the Commission's collection and enforcement posture. See "Recent Developments and Legislation – *Legislative Proposals*" above.

Work Zone Safety

Signed into law on October 19, 2018, Act 86 of 2018 (formerly Senate Bill 172) ("***Act 86***") authorized the Commission and PennDOT to conduct speed-enforcement operations inside active work zones ("***Enforcement Zones***") using an automated speed-enforcement system and technology (the "***Automated System***"). By its own terms, the speed-enforcement authorizations set forth in Act 86 expired after five years in February 2024. The Automated System is only used in active Enforcement Zones when proper notice is provided to motorists. The Automated System generates violation notices which are sent, via first class mail, to the registered owners of vehicles that travel 11 mph or more over the posted speed limit in an active Enforcement Zone. A registered owner's first-time violation receives a written warning, the second violation results in a $75 fine and the third and all subsequent violations result in a $150 fine per violation. After a 60-day pre-enforcement pilot period, enforcement began on March 9, 2020. Fines collected pursuant to Act 86 are deposited into a restricted account established in the State Treasury and allocated by the Commission solely for improvement projects and countermeasures to improve the safety of work zones and on highways and to increase awareness of distracted driving and transportation enhancements.

On December 14, 2023, the Commonwealth enacted Act 38, which reauthorizes and permanently extends the Automated System in active work zones and is now known as the WZSSC program. The same requirements listed in Act 86 were adopted in Act 38.

TRAFFIC STUDY

The Pennsylvania Turnpike 2023 Traffic and Revenue Forecast Study prepared by CDM Smith dated May 31, 2023 (the *"**2023 Traffic Study**"*) was updated by a "bring down" letter developed by CDM Smith dated March 22, 2024 (the *"**March 2024 Bring Down Letter**"*), a "bring down" letter developed by CDM Smith dated April 11, 2025 (the *"**April 2025 Bring Down Letter**"*), and a "bring down" letter developed by CDM Smith dated April 27, 2026 (the *"**April 2026 Bring Down Letter**"* and together with the 2023 Traffic Study, the March 2024 Bring Down Letter, and the April 2025 Bring Down Letter, collectively, the ***"Traffic Study"***). The 2023 Traffic Study, the March 2024 Bring Down Letter, the April 2025 Bring Down Letter and the April 2026 Bring Down Letter speak only as of their respective dates. In addition to incorporating an additional 13 months of actual data (through January 2026), and forecasted results for the period of Fiscal Year 2026 through Fiscal Year 2056 (the "***Forecast Period***"), the April 2026 Bring Down letter also added data on the extension of the Mon-Fayette Expressway and a new interchange on the Turnpike Mainline at Lafayette Street, made a slight upward revision to discounts given and bad debt expense, revised socioeconomic variables, and adjusted the forecast to account for Phase 2 of the ORT system in January 2027.

The Traffic Study is not a guarantee of any future events or trends and contains material information, forecasts, findings, assumptions and conclusions concerning traffic volume and toll revenue on the System. The Traffic Study contains certain "forward-looking statements" concerning the Commission's operations, performance and financial condition, including the Commission's future economic performance, plans and objectives. Such statements are based upon several assumptions and estimates which are subject to uncertainties, many of which are beyond the control of the Commission.

Notably, the Traffic Study assumes, among other things: (i) annual toll rate increases across the entire Turnpike System throughout the Forecast Period, with annual toll rate increases changing from 4.0% to 3.5% starting in 2027, and tapering down to 3.0% in 2028 through 2056; (ii) E-ZPass market share for passenger cars is expected to become saturated around 2034, with E-ZPass market shares of 87.9%; (iii) E-ZPass market share for commercial vehicles is expected to become saturated around 2029, with E-ZPass market shares of 90.6%; (iv) combined E-ZPass market share is expected to become saturated in 2034 at 88.5% total; (v) no net revenue impacts due to either the January 2025 conversion of the entire System to an axle/height vehicle classification or the conversion to ORT along the eastern segment of the Mainline and the Northeast Extension; and (vi) due to the transition to AET, the ongoing impacts of associated consumer behaviors regarding a portion of unpaid tolls and future annual toll increases, bad debt expenses will continue to increase in value but generally remain a steady percentage of net toll revenue over the Forecast Period. In Fiscal Year 2026, bad debt expense is forecast to equal 9.1% of net toll revenue. This figure is expected to gradually decline throughout the Forecast Period, reaching 8.2% of net toll revenue by Fiscal Year 2056.

The material information, forecasts, findings, assumptions and conclusions concerning traffic volume and toll revenue on the System set forth in the Traffic Study differ in a variety of ways from that presented in prior traffic studies and bring down letters. The Traffic Study should be closely reviewed in its entirety and is available on the Commission's website at: https://files.paturnpike.com/production/docs/default-source/resources/investor-relations/traffic-toll-revenue-forecast-study/2023-traffic-revenue-forecast-study-01.pdf?sfvrsn=ef124210_3[5] and https://files.paturnpike.com/production/docs/default-source/resources/investor-relations/traffic-toll-revenue-forecast-study/2024-bring-down-letter.pdf?sfvrsn=36ad087d_4[6] and https://files.paturnpike.com/production/docs/default-source/resources/investor-relations/traffic-toll-revenue-forecast-study/2025-traffic-toll-revenue-letter-01.pdf?sfvrsn=884c7410_3[7] and https://files.paturnpike.com/production/docs/default-source/resources/investor-relations/traffic-toll-revenue-forecast-study/2026-bring-down-letter.pdf?sfvrsn=9317cb23_4.[8]

CAPITAL IMPROVEMENTS

Ten Year Capital Plan

The Commission prepares a ten-year capital plan for its facilities and equipment (exclusive of the Mon/Fayette Expressway and Southern Beltway projects), consisting of the Highway Program, the Technology Program, Fleet Equipment, and Facilities and Energy Management Operations, which it updates each year. All capital projects are reviewed and prioritized and the most critical and important projects necessary to maintain the System in a state of good repair are pursued.

On May 5, 2026, the Commission adopted its current ten-year capital plan for Fiscal Year 2027 (the "***Fiscal Year 2027 Capital Plan***"). The Fiscal Year 2027 Capital Plan demonstrates the Commission's continued strategic intent to enhance its level of capital reinvestment and align with the decrease in Act 44/Act 89 Payments which began in Fiscal Year 2023.

[5] The information contained on such website links are not incorporated by reference in this Appendix A.
[6] The information contained on such website links are not incorporated by reference in this Appendix A.
[7] The information contained on such website links are not incorporated by reference in this Appendix A.
[8] The information contained on such website links are not incorporated by reference in this Appendix A.

The Fiscal Year 2027 Capital Plan continues the Commission's efforts for (i) total roadway reconstruction and resurfacing, (ii) the rehabilitation or replacement of structurally deficient bridges, (iii) the implementation of ORT, (iv) facilities and energy management improvements including repair and replacement of maintenance facilities, and (v) the development and installation of a fiber optic network. A copy of the Fiscal Year 2027 Capital Plan is available on the Commission's website at: https://files.paturnpike.com/production/docs/default-source/resources/investor-relations/capital-plan/fy27-capital-plan.pdf?sfvrsn=7713414e_4. [9]

The Fiscal Year 2027 Financial Plan calls for $8.3 billion in spending and anticipates that approximately $5.0 billion will be funded on a pay-as-you-go basis, with the remaining approximately $3.0 billion funded with proceeds from additional Senior Revenue Bonds (as hereinafter defined) issued during the ten-year period, as well as $269 million in funds from prior bond issuances and $40 million from expected federal funds reimbursement. The Commission expects that the capital spending and additional debt issuance, will require the imposition of annual toll increases throughout the ten-year period and beyond. The Traffic Study assumes annual toll increases ranging between 3.0% to 3.5% in each year of the ten-year capital plan period. See "TRAFFIC STUDY," "CERTAIN FINANCIAL INFORMATION – Revenue Sources of the Commission," and "COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS – Future Financing Considerations" below.

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[9] The information contained on such website links are not incorporated by reference in this Appendix A.

Capital expenditures by program category in the Fiscal Year 2027 Capital Plan are shown below (all figures are in dollars).

FY2027 Ten Year Capital Plan (YOE)												
Program	**Program Category**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**FY2032**	**FY2033**	**FY2034**	**FY2035**	**FY2036**	**FY2027 - FY2036**
Highway	Roadway/Safety	129,905,054	130,069,974	111,190,777	101,660,322	96,611,764	84,286,989	86,815,599	126,681,516	158,870,279	163,636,387	**1,189,728,661**
Highway	Bridge,Tunnels & Misc Structure	109,384,236	173,922,458	159,490,873	122,145,740	83,557,501	95,244,720	92,835,479	100,551,980	115,759,049	129,041,371	**1,181,933,406**
Highway	Total Reconstruction	245,918,103	207,059,399	267,900,974	304,331,431	342,627,588	260,760,090	312,159,266	242,103,847	260,478,186	230,687,897	**2,674,026,782**
Highway	Interchanges w/o AET	55,444,691	80,231,903	74,921,329	107,671,639	72,395,816	77,278,842	148,990,411	172,816,010	102,666,949	97,049,156	**989,466,746**
Highway	Highway Miscellaneous	48,937,703	37,239,390	35,422,166	37,668,997	33,377,871	32,322,311	33,353,025	33,675,543	34,685,810	36,903,530	**363,586,347**
Highway	Total	589,589,788	628,523,123	648,926,119	673,478,130	628,570,540	549,892,952	674,153,780	675,828,896	672,460,273	657,318,342	**6,398,741,942**
FEMO	Re-capitalization	3,255,000	4,429,425	2,435,358	2,508,418	2,854,449	2,940,082	2,741,017	2,823,247	2,907,945	2,995,183	**29,890,123**
FEMO	Sustainment	16,492,000	5,871,828	5,647,052	6,090,309	6,047,370	6,228,791	6,056,569	6,238,267	6,425,415	6,618,177	**71,715,776**
FEMO	Compliance	10,012,000	9,937,813	10,767,684	10,981,177	11,310,612	11,766,139	12,238,819	12,605,983	12,984,163	13,373,688	**115,978,078**
FEMO	New Energy Initiative	3,715,938	4,682,388	2,483,214	2,557,711	2,634,442	5,270,068	5,428,170	2,878,726	2,965,088	3,054,040	**35,669,784**
FEMO	Facilities Design	41,174,000	41,815,088	35,899,826	34,969,983	38,275,563	33,148,556	34,143,012	35,167,303	36,222,322	37,308,992	**368,124,644**
FEMO	Total	74,648,938	66,736,540	57,233,134	57,107,597	61,122,436	59,353,637	60,607,588	59,713,525	61,504,931	63,350,079	**621,378,406**
Fleet Equipment	Total	27,247,979	20,650,000	21,269,500	20,812,206	21,436,572	22,079,669	22,742,059	22,191,462	22,857,206	22,234,982	**223,521,634**
Technology	Functional Business Software	103,578,586	66,600,615	46,511,477	44,987,568	35,119,397	47,727,310	50,631,414	52,150,356	53,714,867	55,326,313	**556,347,902**
Technology	Infrastructure HW / SW	20,675,319	19,456,615	25,540,752	29,226,229	41,320,812	31,006,106	30,464,006	31,377,926	32,319,264	33,288,841	**294,675,869**
Technology	Toll Collection / Operations	5,000,000	5,678,750	5,849,113	6,024,586	6,205,323	6,391,483	6,583,228	6,780,724	6,984,146	7,193,671	**62,691,024**
Technology	Total	129,253,905	91,735,980	77,901,341	80,238,382	82,645,533	85,124,900	87,678,647	90,309,006	93,018,276	95,808,825	**913,714,795**
EN-00115	Cashless Tolling Conversion	53,205,000	46,865,175	35,073,406	0	0	0	0	0	0	0	**135,143,581**
	Grand Total (PSEXP)	873,945,609	854,510,818	840,403,499	831,636,315	793,775,080	716,451,158	845,182,074	848,042,890	849,840,686	838,712,228	**8,292,500,358**
	Reimbursed/Supplemental Funds	9,540,000	65,700,000	142,250,000	86,250,000	0	0	0	0	0	0	**303,740,000**
	Grand Total (PSNET)	864,405,609	788,810,818	698,153,499	745,386,315	793,775,080	716,451,158	845,182,074	848,042,890	849,840,686	838,712,228	**7,988,760,358**

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Highway Program

The Highway Program consists of roadway, bridge, tunnel and toll plaza/interchange projects. The Technology Program consists of toll collection, communication, and other electronic information management projects. The Fleet Program funds rolling stock that is required to maintain the System. The Facilities and Energy Management Program consists of buildings and large, heavy or high value equipment needs.

The highest priority highway project for the Commission is the ongoing full depth roadway total reconstruction of the east/west Turnpike Mainline and Northeast Extension. This work includes the reconstruction and widening of the roadway, the widening of the median, and the replacement of both Mainline and overhead bridges. To date, the Commission has completed reconstruction of 174 miles of the Mainline with most of these sections widened to six lanes. Approximately another 16 miles are currently in construction and 83 miles are currently in design.

Based on the Fiscal Year 2027 Capital Plan, the Commission plans to spend approximately $2.7 billion on total reconstruction projects and approximately $1.2 billion on various bridge and tunnel projects over the next ten fiscal years. In total, the Highway Program includes funding of approximately $6.4 billion over the next ten fiscal years.

Technology Program

The Information Technology ("***IT***") department is responsible for overseeing the development, implementation, maintenance, and support of all information management technologies across the enterprise in two main categories. Functional Business Software includes planning, designing, and implementing systems and application technologies in the following program areas: GIS and Data Analytics, Enterprise and Business Systems, and Technology and Innovation Management. Infrastructure Hardware/Software includes maintenance, security, upgrades, and enhancements to the Central Office Data Center; the Wide Area Network and public safety radio system; and desktop technologies. This category also includes the following program areas: Server & Storage Management, End User Support, and Transportation Technologies and Communications, Intelligent Transportation Systems, Connected and Autonomous Vehicles, and IT Security. The Technology Program includes funding of approximately $914 million over the next ten fiscal years to address the Commission's technology needs including toll collection projects, communication, application development and technical operational needs. The Commission continued building the Unified Back Office System that provides the infrastructure, tools, and information management systems to enhance our customer service, and added a major Enterprise Resource Planning upgrade.

Fleet Program

The Fiscal Year 2027 Capital Plan includes approximately $223 million of funding for the Fleet Program to purchase rolling stock to ensure adequate maintenance of the roadway system.

Facilities and Energy Management Program

The Fiscal Year 2027 Capital Plan includes approximately $621 million of funding for the Facilities and Energy Management Program to repair and replace the aging facilities of the Commission. This commitment will ensure that major equipment and facilities are in good repair to support ongoing Turnpike System operations.

While the Commission has moved to a fully cashless tolling system as of March 2020, additional capital investments are required to support an AET collection system and the ongoing conversion to an ORT system. The implementation of and long-term conversion to a cashless tolling system is estimated to require approximately $135 million in capital funding over the next ten fiscal years. See "THE TURNPIKE SYSTEM – Toll Collection" herein for additional information.

I-95 Interchange

I-95 was completed in 1969 without an interchange connecting it to the Turnpike Mainline. Interstate travelers were required to either by-pass the Philadelphia area entirely or exit the interstate system and navigate a complex system of local roadways to access I-95 again in New Jersey.

The main objectives of the Pennsylvania Turnpike/I-95 Interchange Project (the "***Interchange Project***") are to improve the linkage between I-95 and the Turnpike Mainline to create continuity in the interstate system, relieve congestion on local roads which are currently used by travelers to make the connection between I-95 and the Turnpike Mainline, create additional capacity on the Turnpike Mainline and I-95 to accommodate the transfer of traffic from the local roadway system, and improve travel times through the interchange area.

The first phase of the Interchange Project included preparatory work and construction of a portion of the interchange between I-95 and the Turnpike Mainline, including northbound I-95 to the eastbound Turnpike Mainline and westbound Turnpike Mainline to southbound I-95. This phase included construction of a new Turnpike Mainline toll plaza and a cashless tolling plaza westbound, which opened in January 2016. The first phase of the Interchange Project was completed and opened to traffic in September 2018. The portion of the Turnpike Mainline from the Interchange Project eastward to the Delaware River Bridge in Bucks County has been redesignated as I-95.

The second phase of the Interchange Project will include the completion of the reconstruction and widening of the remaining interchange connectors. The construction of Section D30 is ongoing which will extend the reconstruction and widening of the mainline approximately 2 miles to the west of the I-95 connection. Section C was bid on May 27, 2026.

The third phase will be the construction of a new wider bridge over the Delaware River, referenced as the Delaware River Bridge ("***DRB***"), replacing the existing bridge. The Commission has completed an alternative analysis for the DRB. In coordination with FHWA, a Supplemental Environmental Impact Statement will be required and will parallel the preliminary design for the replacement of the DRB. Funding for the initial design costs of the subsequent phases was included in the prior Fiscal Year 2025 Capital Plan. In collaboration with the New Jersey Turnpike Authority ("***NJTA***"), a grant application was jointly originally submitted in August 2024 to FHWA for the federal Bridge Investment Program ("***BIP***") and resubmitted in June 2025. The grant request was for $738.6 million representing a 50/50 match, with the unmatched portion being shared equally between NJTA and the Commission. In April 2026, the U.S. Department of Transportation announced that the Commission had been awarded a $600 million BIP grant for the DRB project. Discussions have been ongoing with both FHWA and NJTA on schedule and delivery options for the project; however, with the recent approval of DBBV the project will be delivered using a Two Step DBBV process.

Mon/Fayette Expressway and Southern Beltway

Four projects constructed as part of the Mon/Fayette Expressway are now in operation. One is an approximately six-mile toll road between I-70 and U.S. Route 40 in Washington County. This project was built by PennDOT and turned over to the Commission upon its opening in 1990. The second is an approximately twelve-mile section of toll road from I-68 near Morgantown, West Virginia, to Fairchance, Pennsylvania, which is located just south of Uniontown. The third project is an approximately sixteen-mile section of the Mon/Fayette Expressway from I-70 in Washington County to Pennsylvania Route 51 in Allegheny County, which opened in April 2002. The fourth is an approximately fifteen-mile section from Uniontown to Brownsville, including a 3,022-foot bridge over the Monongahela River, which opened to traffic in July 2012. These four contiguous projects, which total 48 miles from Morgantown, West Virginia to Pennsylvania Route 51 south of Pittsburgh, are now part of the System.

On March 21, 2017, the Commission announced that it would stop engineering-design activities on the final 14-mile section of the Mon/Fayette Expressway, extending from Pennsylvania Route 51 to I-376 near Monroeville east of Pittsburgh, in light of the Southwestern Pennsylvania Commission's decision to table the project. On June 26, 2017, the Southwestern Pennsylvania Commission voted to add the final 14-mile segment of the Mon/Fayette Expressway to its long-range plan. This action will allow FHWA to approve changes to the environmental impact statement ("***EIS***"), a requirement for construction to commence. The current estimates to complete the final 14 miles of the Mon/Fayette Expressway to I-376 are in excess of $3 billion. An EIS re-evaluation was completed for the Mon/Fayette Expressway and approved by PennDOT and FHWA in 2019. Final design is now proceeding on the 14-mile southern section of the Mon/Fayette Expressway. The initial sections MFE 53A1 and MFE 53A2 of the southern section have been bid and are under construction. Both sections are on schedule to open in November of 2026 which extends the usefulness of the Mon/Fayette from PA 51 to Camp Hollow Road. Section MFE 53B1A was bid on December of 2025 and construction began in the Spring of 2026. The next section of the MFE Section C3 will be released on October 28, 2026, and bid on December 23, 2026. Subsequent sections will be evaluated as funding becomes available. When completed, the Mon/Fayette Expressway will extend from Interstate 68 in West Virginia to I-376 in Monroeville, which is east of Pittsburgh.

The Southern Beltway is to be constructed from the Mon/Fayette Expressway, near Finleyville, extending as part of a beltway south of Pittsburgh to I-376 at the Pittsburgh International Airport. It is comprised of three distinct projects: (1) the six-mile project from I-376 to U.S. 22 (also known as the Findlay Connector) which opened to traffic in October 2006; (2) the 13-mile project from U.S. 22 to I-79, which opened October 15, 2021; and (3) the remaining Southern Beltway project, from I-79 to the Mon/Fayette Expressway, which received environmental clearance in May 2009.

To date, the Commission has used the net proceeds of various series of its Oil Franchise Tax Revenue Bonds and Registration Fee Revenue Bonds, along with the currently available revenues, to fund the construction of the Mon/Fayette Expressway and Southern Beltway projects. It is currently anticipated that the remaining costs to complete the Mon/Fayette Expressway and the Southern Beltway will be financed over time using Oil Franchise Tax Revenues (on a pay-as-you-go basis and/or bonded basis) and other funding sources. Although the open sections of the Mon/Fayette Expressway and the Southern Beltway are toll roads, the Tolls (as hereinafter defined) pledged for

the repayment of Turnpike Senior Revenue Bonds will not be applied to the costs of construction of these projects, which are instead expected to be funded by Oil Franchise Tax Revenues.

The unfinished portions of the Mon/Fayette Expressway and Southern Beltway projects are not part of the Commission's ten-year capital plan, and the Commission has no legal obligation to fund the completion of such projects. To date, Act 89 has generated annual Oil Franchise Tax Revenues for the Commission in excess of the debt service coverage requirements for the Commission's outstanding Oil Franchise Tax Revenue Bonds.

Condition of the Turnpike System

The Commission's engineering and maintenance staff performs maintenance on, and repairs to, the System. In addition, the Commission also uses staff and consultants to perform periodic inspections of the System. Pursuant to the terms of the Turnpike Senior Revenue Indenture (as hereinafter defined), the Commission must arrange for the System to be inspected at least once every three years by engaging one or more consultants to conduct inspections and prepare a report. The report must state (a) whether the System has been maintained in good repair, working order and condition since the last inspection report and (b) any recommendations which such consultants may have as to revisions or additions to the Commission's annual capital budget.

The most recent inspection report completed in December 2023, the Pennsylvania Turnpike Condition Assessment Report 2023 (the "***Condition Assessment Report***"), was prepared by the General Consulting Engineer ("***GCE***") Michael Baker International.

Based on reviews performed by others as well as their own observations, the authors of the Condition Assessment Report found that, "overall, the Turnpike System is in Good condition." Three out of the four asset groups, including Roadways, Structures, and Technology, are rated in Good condition, while the Facilities Asset Group is rated in Good/Fair condition.

Each of the asset groups are in good working order based on the condition ratings of the individual assets within the asset group. The individual asset condition rating was developed through an extensive evaluation of qualitative and quantitative performance data. There are several different evaluation measures used across the array of the Commission's assets included in the Condition Assessment Report. The following is an overall summary of the conditions, and some, but not all, of the GCE's recommendations regarding each of the four asset groups.

Roadways Asset Group

The overall condition of the Roadways Asset Group is Good. This asset group is made up of pavement, guide rail, attenuators, concrete median barrier, signs, pavement markings, rock cut slopes, drainage infrastructure, and stormwater management. The data sources for this group are from inspections completed primarily by the PTC Engineering and Maintenance Departments, along with the support of the GCE and other consultants.

The System's pavement is measured with a Pavement Condition Rating ("***PCR***") and an International Roughness Index ("***IRI***") score. The PCR has been steady and ranks within established metrics and statewide averages. The IRI has shown improvement since the last Condition Assessment. The condition of concrete median barrier dropped slightly from the 2020 report. The PTC replaces

barrier when a section is being reconstructed or if deterioration/damage compromises barrier integrity. The minor decline can be attributed to a combination of fewer miles of Total Reconstruction being completed since the last assessment and allocating available funds towards other roadway expenditures. The remaining assets in the Roadways Asset Group have the same rating as the last report.

Some key Roadways recommendations are for the PTC departments/units to investigate a single source of electronic data collection for efficiency, consistency, and cost-effectiveness. As technology improves, many departments are using or evaluating the use of electronic data collection. Many vendors can collect multiple types of data concurrently, which would benefit the PTC.

Structures Asset Group

The overall condition of the Structures Asset Group is Good. This asset group is made up of bridges and culverts, sign structures, retaining walls and noise barriers, tunnels and portal buildings, high mast light poles, and tolling gantries. The data sources for this group are from inspections completed primarily by the consultants contracted to follow national inspection criteria and frequencies. Maintenance Department personnel perform additional cursory or walk-through inspections on some assets.

The PTC Bridge Unit continues to be an industry leader with a low percentage of Poor bridges. The development of a PTC Tunnel Management Committee has increased communication and effectiveness of all staff involved in identifying and remediating deficiencies within the tunnels. Aided by a rehabilitation, the tunnel asset improved its rating since the last condition assessment report. All other assets maintained the same rating, and a tolling gantries asset was added based on recommendations from the previous condition assessment report.

The GCE's recommendations regarding the Structures Asset Group include the PTC closely monitors the condition of long-span bridges and develop maintenance and preservation plans to maximize the structure's service life. Tunnel Management Committee meetings should continue the lines of communication with all parties involved. Databases for sign structures should be harmonized between departments to ensure accurate inventory information. Tolling gantry inspection information should be incorporated into the Bridge Management Software as available, and decommissioned gantries because of ORT should also be updated promptly.

Facilities Asset Group

The overall condition of the Facilities Asset Group is Good/Fair. This asset group is made up of service plazas and buildings for maintenance, interchange, administration, and district fare collection. State police barracks, warehouse and training facilities, stockpiles (remote salt storage), communication towers, and access gates are also included. Inspections completed primarily by the Pennsylvania State Facilities Engineering Institute ("***PSFEI***") and with the support of the PTC Facilities Unit are the data sources for the group.

Increases in facility appraisal values, along with increases in construction materials, equipment, and labor, have created more volatility in the Facilities Asset Group than in previous reports. In this group, maintenance buildings, warehouse and training facilities, and stockpiles all have lower ratings than in 2020, and the ratings for interchange buildings improved. The prior Devault

maintenance building was the poorest rated facility for the PTC. A new facility has been constructed to replace the prior one and was placed into service during FY25. The GCE analyzed deficiencies related to the physical asset and omitted other planning-level data collected by the PSFEI.

The GCE's recommendations regarding the Facilities Asset Group include, as costs continue to increase, the PTC is carefully reviewing the PSFEI Facility Condition Index ratings and evaluate Capital Plan funding for Poor or Critical assets not currently scheduled for replacement. The interchange facilities scheduled for demolition should be removed expeditiously to reduce associated operational and maintenance costs.

Technology Asset Group

The overall condition of the Technology Asset Group is Good. The technology asset group is made up of all electronic tolling, intelligent transportation systems, communication systems, the fiber optic broadband network, and cybersecurity controls for operational technology. The data sources for this group are from inspections completed primarily by contractors who have contractual agreements to manage, operate, and maintain these technologies for the PTC.

Technology is a rapidly changing asset group at the PTC as it seeks to stay at the forefront of expanding technologies to monitor and protect the system. The PTC utilizes AET, making these technologies a critical component of its operations. A statewide Fiber Optic Broadband Network ("***FOBN***") is under construction and will enhance capacity, bandwidth, and reliability. The Commission has in place industry-leading Cybersecurity controls for Operational Technology processes that protect and secure the technologies and their systems.

The GCE's recommendations regarding the Technology Asset Group include the PTC ensuring that proper maintenance procedures are in place to maximize technology asset lifetimes and get the most use out of the investments. The FOBN is managed by a Fiber Infrastructure Operations, Maintenance, and Commercialization Services ("***FOMC***") contract. The GCE also recommended that the PTC maintain close communication with the FOMC provider to ensure accurate as-builts are provided and to capitalize on commercialization assets.

FINANCIAL PLAN

General

Act 44 requires the Commission to prepare and submit an annual financial plan (the "***Financial Plan***") to the Secretary of the Budget of the Commonwealth no later than June 1 of each year for the ensuing fiscal year, describing its proposed operating and capital expenditures, borrowings, liquidity and other financial management covenants and policies, estimated toll rates and all other revenues and expenses. The purpose of the annual Financial Plan is to demonstrate that the Commission's operation in accordance with such plan can be reasonably anticipated to generate unencumbered funds sufficient to make all Act 44/Act 89 Payments due to PennDOT in the upcoming year after all other Commission obligations and interest thereon, sinking fund requirements of the Commission, and other requirements in any trust indenture, notes or resolutions have been met. Any deviations and the causes therefor in prior year plans must be explained.

Since the enactment of Act 44 in 2007, the Commission's annual Financial Plan has demonstrated that for the prior Fiscal Year that the Commission was able to meet all of its financial covenants and obligations under the Enabling Acts and was able to progress with its then-current capital plan. The Commission delivered to the Secretary of the Budget its Financial Plan for Fiscal Year 2027 on May 15, 2026 (the "***Fiscal Year 2027 Financial Plan***").

Fiscal Year 2027 Financial Plan

The Fiscal Year 2027 Financial Plan sets forth the reasonably expected revenues the Commission will generate necessary to meet required Turnpike operating and maintenance expenses, debt service payments, capital expenses, and liquidity requirements, and included the adoption of the Fiscal Year 2027 Capital Plan. The Fiscal Year 2027 Financial Plan indicates that in Fiscal Year 2025 the Commission was able to meet all of its financial covenants and obligations under the Enabling Acts and is projected to do so again with respect to Fiscal Year 2026. A copy of the Fiscal Year 2027 Financial Plan is available on the Commission's website at: https://files.paturnpike.com/production/docs/default-source/resources/investor-relations/act-44/act-44-financial-plan6fd27b46-f904-4f00-98c6-16dfff6284d7.pdf?sfvrsn=2b739888_4.[10]

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[10] The information contained on such website link is not incorporated by reference in this Appendix A.

CERTAIN FINANCIAL INFORMATION

Revenue Sources of the Commission

The Commission's revenues are principally derived from toll revenues from the operation of the System, revenue derived from the Commission's allocation of a portion of the Commonwealth's Oil Franchise Tax Revenues, and revenue derived from a portion of the Commonwealth's vehicle registration fee revenues. The Commission is also entitled under applicable law to receive the Electric Vehicle Charge Commission Allocation, which consists only of the portion of the Electric Vehicle Road User Charge allocated, appropriated, distributed or otherwise payable to or for the account of the Commission. See "— Road User Charge for Electric Vehicles" below.

Toll Revenues

The largest part of the Commission's revenues is derived from the collection of all rates, rents, fees, charges, fines and other income derived by the Commission from the vehicular usage of the System and all rights to receive the same (the "***Tolls***"). Tolls are pledged to secure the Commission's outstanding Turnpike Senior Revenue Bonds and other parity and subordinate obligations issued under the Turnpike Senior Revenue Indenture. See "– Toll Schedule and Rates" and "– Five-Year Financial History" below for more information regarding the Tolls. See also "COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS – Commission Indebtedness" herein.

Oil Franchise Tax Revenues

The Commission's second principal stream of revenues consists of that portion of the Commonwealth's oil company franchise tax revenues (the "***Oil Franchise Tax Revenues***") allocated by statute to the Commission. The Oil Franchise Tax was first imposed in 1981 by Act 35, in the amount of 35 mills on each gallon of petroleum sold. The tax was increased by an additional 25 mills in 1983 by Act 32 and an additional 55 mills in 1991 by Act 26. With Act 3 of 1997, the tax was increased by an additional 38.5 mills to a total of 153.5 mills on all liquid fuels (primarily gasoline) and an additional 55 mills (for a total increase of 93.5 mills) for a total of 208.5 mills on liquid fuels and other fuels (which includes diesel fuel and all combustible gases and liquids used in an internal combustion engine for the generation of power to propel vehicles on the public highways, but excluding liquid fuels or dyed diesel fuel). Oil Franchise Tax Revenues consist of the Commission's allocation of 14% of the additional 55 mills of Oil Franchise Tax which became effective September 1, 1991, pursuant to Act 26 (the "***Commission Allocation***"). Act 26 provides for monthly payments of Oil Franchise Tax Revenues to the Commission. Oil Franchise Tax Revenues are pledged to the trust estate securing the Commission's Oil Franchise Tax Revenue Bonds. The Trust Estate securing the Oil Franchise Tax Revenue Bonds also includes the Commission's right to receive the Electric Vehicle Charge Commission Allocation and amounts thereof received by the Commission, the trustee under the OFT Indenture (as hereinafter defined) or another Person for their account. The Electric Vehicle Charge Commission Allocation is separate from, and does not constitute, Oil Franchise Tax Revenues. See "— Road User Charge for Electric Vehicles" below, "COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS — Commission Indebtedness — Oil Franchise Tax Revenue Bonds" herein.

After making all the deposits required to the trust estate securing the Commission's Oil Franchise Tax Revenue Bonds, the Trustee is required to transfer from the Revenue Fund to the credit of the Oil Franchise Tax General Fund the balance, if any, in excess of $10 million remaining in such revenue fund. As of August 31, 2026, the balance in the Oil Franchise Tax General Fund was approximately $104.4 million. Funds in the Oil Franchise Tax General Fund represent amounts transferred from the Revenue Fund after satisfaction of the deposits required under the OFT Indenture and maintenance of the required balance in the Revenue Fund. Such transferred amounts historically have consisted of excess Oil Franchise Tax Revenues but may also include other amounts deposited into the Revenue Fund under the OFT Indenture, including the Electric Vehicle Charge Commission Allocation, such funds may be used by the Commission for the purposes described in the OFT Indenture, including, without limitation, for any of its lawful corporate purposes.

The following table reflects the five-year history of annual Oil Franchise Tax Revenues collected by the Commonwealth and the annual amounts allocated to the Commission.

Five-Year History of Oil Franchise Tax Collections and Commission Allocation
(in thousands)

Fiscal Year (actual)	Oil Franchise Tax Collections [1]	Commission Allocation [2] [3]
2022	$950,192	136,522
2023	953,660	130,812
2024	961,400	137,513
2025	928,659	128,998
2026[4]	943,004	131,019

[1] Amount determined at the end of the Commonwealth's fiscal year ending June 30th of each year.

[2] Amount determined at the end of the Commission's fiscal year ending May 31st of each year.

[3] The amount of the Commission Allocation does not equal exactly 14% of the tax collected from the added 55 mills due to the difference between the Commonwealth's and the Commission's fiscal years.

[4] Preliminary, unaudited.

Registration Fee Revenues

The Commission's third principal stream of revenues consists of a portion of the Commonwealth's vehicle registration fee revenues (the "***Registration Fee Revenues***"). Registration Fee Revenues consist of an annual appropriation of $28 million of increased registration fees allocated to the Commission, paid in monthly installments of $2,333,333.33, pursuant to Act 3 of 1997. Registration Fee Revenues are pledged to secure payment of the Commission's Registration Fee Revenue Bonds. See "COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS – Commission Indebtedness" herein.

Road User Charge for Electric Vehicles

Act 85 of 2024, as amended by Act 149 of 2024, added Section 9024 to Chapter 90 of Title 75 of the Pennsylvania Consolidated Statutes. Section 9024 imposes an annual electric vehicle road

user charge upon owners or registrants of certain electric vehicles and plug-in hybrid electric vehicles registered in the Commonwealth (the "***Electric Vehicle Road User Charge***"). The Electric Vehicle Road User Charge became applicable to covered registrations on April 1, 2025. The charge is collected by the Pennsylvania Department of Transportation and transmitted to the State Treasurer for deposit into the Motor License Fund.

Section 9024 requires the Electric Vehicle Road User Charge to be allocated in accordance with the allocations applicable to the oil company franchise tax for highway maintenance and construction under Sections 9502 and 9511 of Title 75. The Commission does not receive the entire amount of Electric Vehicle Road User Charges collected in the Commonwealth.

The "***Electric Vehicle Charge Commission Allocation***" consists of amounts derived from or attributable to the Electric Vehicle Road User Charge that are allocated, appropriated, distributed or otherwise payable to or for the account of the Commission pursuant to Sections 9024(j), 9502(a)(2)(vi) and 9511(h), as such provisions may be amended, supplemented, redesignated or replaced from time to time, together with the proceeds and qualifying substitute or replacement revenues described in the OFT Indenture. The Electric Vehicle Charge Commission Allocation does not include amounts allocated to other Commonwealth agencies, municipalities, transportation programs or other recipients or otherwise not payable to or for the account of the Commission.

Pursuant to the Eleventh Supplemental Indenture to the OFT Indenture, the Commission's right to receive the Electric Vehicle Charge Commission Allocation and amounts thereof received by the Commission, the Trustee or another Person for their account are included in the Trust Estate securing the Oil Franchise Tax Revenue Bonds. The Commission is required to irrevocably direct, or use its best efforts to cause to be irrevocably directed, the applicable Commonwealth disbursing authorities to transfer the Electric Vehicle Charge Commission Allocation directly to the Trustee for deposit into the Revenue Fund under the OFT Indenture. Any portion initially received by the Commission is required to be transferred, as far as practicable, within one Business Day to the Trustee for deposit into the Revenue Fund.

The Eleventh Supplemental Indenture to the OFT Indenture also provides that, upon satisfaction of the Bondholder-consent and other effectiveness conditions described in the OFT Indenture, the Electric Vehicle Charge Commission Allocation will be included in the definition of Tax Revenues under the OFT Indenture. Unless and until those conditions are satisfied, the Electric Vehicle Charge Commission Allocation is separately pledged as part of the Trust Estate securing the Oil Franchise Tax Revenue Bonds but is not included in Tax Revenues or Historic Tax Revenues for purposes that depend upon those defined terms.

The Electric Vehicle Charge Commission Allocation is separate from the Oil Franchise Tax Revenues and the Commission Allocation described above. The Electric Vehicle Road User Charge also is separate from Registration Fee Revenues and from any revenues derived from EV charging stations located on Commission property.

Toll Schedule and Rates

On January 5, 2025, the Commission introduced ORT on trips east of Reading and on the entire Northeast Extension. ORT is anticipated to launch on the balance of the Mainline System in

January of 2027. Prior to statewide implementation, tolls west of Reading will be charged to a customer as an interchange-to-interchange trip consistent with historical practice. See "THE TURNPIKE SYSTEM – Toll Collection" herein.

On January 5, 2025, the Commission also fully transitioned away from weight-based toll classification to an axle and height under automated vehicle classification system that calculates tolls based on the vehicle's height plus the number of axles. The axle/height classification system has been utilized in eastern Pennsylvania at the Clarks Summit and Keyser Avenue tolling points on the Northeast Extension and also in western Pennsylvania on the Southern Beltway since the spring of 2018. Conversion of the entire Mainline System to the axle/height classification provides customers more predictability while reflecting the classification systems of the other roadways they travel. This change eliminates the high costs associated with the maintenance and operation of the scales and increases traveler safety by minimizing the traffic disruption needed to service and replace the scales within the pavement.

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Table I below illustrates the tolls and per mile rates applicable to each vehicle class for a trip on the Turnpike Mainline from Bensalem (#351) and Cranberry (#28) following the toll increase that became effective in January 2026:

TABLE I

Current Tolls and Per Mile Rates for Mainline Roadway East – West Trip
Bensalem (#351) – Cranberry (#28)

Vehicle Axle	Vehicle Height	Toll By Plate Effective 1/2026	Per Mile Toll By Plate	Toll Rate E-ZPass Effective 1/2026	Per Mile E-ZPass Rate
2	Low	106.12	0.329	53.06	0.164
2	High	159.30	0.493	79.65	0.247
3	Low	159.30	0.493	79.65	0.247
3	High	212.24	0.657	106.12	0.329
4	Low	212.24	0.657	106.12	0.329
4	High	318.36	0.986	159.18	0.493
5	Low	265.42	0.822	132.71	0.411
5	High	424.48	1.314	212.24	0.657
6+	Low	318.36	0.986	159.18	0.493
6	High	530.60	1.643	265.30	0.821
7+	High	636.72	1.971	318.36	0.986

Notes:

The above rates represent an "East West" trip for the toll system between Bensalem (#351) and Cranberry (#28) following the toll increase that became effective in January 2026. Prior versions of this Table I have reported such "East West" trip as traveling between Street Road (#352) and Cranberry (#28), but as Street Road (#352) presently only allows entry for eastbound travel, the "East West" trip has been restated as commencing at Bensalem (#351), the nearest comparable point of westbound entry. Prior to AET and ORT conversions, Neshaminy Falls to Warrendale were the most common points of reference for an "East West" trip using the ticket system.

For purposes of the Senior Indenture, the Mainline is the entire length of the roadway between Ohio and the Delaware River Bridge.

The 30-mile Gateway to Warrendale roadway between Warrendale and the Ohio Turnpike has a barrier toll at the Gateway Mainline interchange (#2). The toll on the Gateway connector is payable only when traveling eastbound. The toll on the Delaware River Bridge (#H43) to the connection on the New Jersey Turnpike portion is a one-way toll westbound only.

Vehicle heights denoted as "Low" are 7'6" or lower and "High" are higher than 7'6".

(Notes Continue on Following Page)

A toll calculator for the System can be found at https://www.paturnpike.com/toll-calculator and additional toll rate information can be found at https://files.paturnpike.com/production/docs/default-source/resources/tolls/toll-schedule-2026/paturnpike_2026-toll-calculation-guide.pdf?sfvrsn=6b058053_5 [11]

The most recent toll increase, which was 4%, took effect on January 4, 2026. The Traffic Study assumes that the Commission will continue to increase tolls annually throughout the forecast period, which ends in 2056. The Commission approved the January 2027 toll increase of 3.5% on July 7, 2026. While the approved January 2027 increase of 3.5% is less than prior years, it is consistent with the assumptions in the Traffic Study.

Act 44 requires the Commission to fix toll rates such that revenues from tolls and other sources to the Commission are sufficient to pay the cost of the System's operation, construction, expansion and maintenance, all Commission obligations and interest thereon, sinking fund requirements of the Commission, other requirements in any trust indentures, notes or resolutions, and the Act 44/Act 89 Payments to PennDOT under the Amended Funding Agreement.

Between 1957 and 2008, the Commission implemented only five revisions in its toll schedule. However, with the enactment of Act 44 and the significant increases in the Commission's funding obligations, from 2008 to 2021, the Commission implemented annual revisions to its toll schedule to maintain rates consistent with inflation, capital improvements and operational costs, Act 44/Act 89 Payment obligations, and the modernization of toll collection methods.

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[11] The information contained on such website links are not incorporated by reference in this Appendix A.

The following table summarizes the fundamental rate increases for the last ten years:

Recent Toll Rate Increase History

	Percent (%) Increase	
Effective Date	**Toll By Plate [(1)]**	**E-ZPass**
1/8/2017	6	6
1/7/2018	6	6
1/6/2019	6	6
1/5/2020	6	6
1/3/2021	6	6
1/2/2022	5	5
1/8/2023	5	5
1/7/2024	5	5
1/5/2025	5	5
1/4/2026	4	4

[(1)] Effective March 16, 2020, the Commission permanently transitioned to AET toll collection system, that now only utilizes Toll By Plate and E-ZPass. See "THE TURNPIKE SYSTEM – Toll Collection" above.

Five-Year Financial History

The following Tables II and III summarize certain operating and financial information with respect to the System for the Fiscal Years from 2022 to 2026. This information is derived from the Commission's regularly prepared books and records. The financial information presented in Table III is a combination of cash basis financial statements with certain accruals included. **Certain information is not presented in accordance with generally accepted accounting principles and has not been audited.**

Tables II and III should be read in conjunction with the financial statements prepared in accordance with generally accepted accounting principles and related notes included in "APPENDIX B – AUDITED 2025 AND 2024 FINANCIAL STATEMENTS" of this Official Statement (the "***Financial Statements***").

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TABLE II

Number of Vehicle Transactions and Fare Revenues Summarized by Fare Classification
(in thousands)

	Fiscal Year Ended May 31,				
	2022	**2023**	**2024**	**2025**	**FY2026***
Number of Vehicle Transactions:[1][2]					
Passenger	345,914	353,106	358,432	357,975	359,544
Commercial	76,673	77,526	77,473	78,938	80,555
Total	422,587	430,632	435,905	436,913	440,099
Toll Revenue(s):					
Passenger	$854,081	$904,550	$963,560	$1,003,712	$1,041,997
Commercial	714,946	757,157	791,449	874,971	991,286
Total	$1,569,027	$1,661,707	$1,755,009	$1,878,683	$2,033,283
Net Discounts, Adjustments and Toll Bad Debt	-109,111	-121,002	-146,216	-157,989	-207,215
Net Toll Revenues	$1,459,916	$1,540,705	$1,608,793	$1,720,694	$1,826,068

* Preliminary, unaudited.

(1) Number of vehicle transactions is unaudited.

(2) On January 5, 2025, the Commission transitioned its toll collection to ORT on trips east of Reading and along the entire Northeast Extension. To allow for reasonable comparisons of current traffic volumes and revenues with prior periods, PTC's third-party traffic engineering consulting firm calculated estimated "equivalent volumes" for periods prior to the January 5, 2025 ORT launch and provided an ORT conversion table to reclass revenues from weight-based categories to Axle/Height categories. Traffic volumes and revenues prior to January 5, 2025 have been restated using these equivalent volumes and ORT revenue conversion table. Additionally, with the conversion from its weight-based vehicle classification system to an Axle/Height system, the Commission reclassified the 3L vehicle class from the commercial category to passenger category. Class 1 (passenger) vehicles under the previous weight-based classification system are now, for the most part, being recorded as class 2L and 3L transactions under the axle and height vehicle classification. The regrouping of class 3L volumes and revenues to the passenger category provides more consistent reporting compared to prior periods.

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TABLE III

Summary of System Revenues and Operating Expenditures
Before Interest and Other Charges [1]
(000's Omitted)

	Fiscal Year Ended May 31,				
	2022	**2023 [3]**	**2024**	**2025**	**2026***
Revenues					
Net Toll Revenues	$1,459,916	$1,540,705	$1,608,793	$1,720,694	$1,826,068
Concession Revenues	5,008	4,819	4,775	4,770	5,029
Senior Interest Income	12,534	24,027	31,520	42,751	51,864
Subordinate Interest Income	5,142	7,193	10,073	11,720	13,391
MLF Enhanced Interest Income	441	510	656	1,064	1,178
Miscellaneous	38,654	45,959	50,167	53,576	60,487
Total Revenues	$1,521,695	$1,623,213	$1,705,984	$1,834,575	$1,958,017
Operating Expenditures					
General & Administrative	63,196	66,966	69,965	74,865	80,503
Traffic Engineering and Operations	3,471	3,454	3,749	3,898	4,041
Service Centers	59,688	70,033	72,570	80,226	88,580
Employee Benefits [2]	16,100	47,092	38,405	35,975	43,596
Toll Collection	26,237	26,453	24,784	22,235	19,528
Normal Maintenance	78,065	78,379	81,528	94,809	97,431
Facilities and Energy Mgmt. Operations	11,763	12,402	11,461	17,501	20,163
Turnpike Patrol	53,738	60,504	69,439	70,136	75,298
Total Operating Expenditures [2]	$312,258	$365,283	$371,901	$399,645	$429,140
Revenues less Operating Expenditures	$1,209,437	$1,257,930	$1,334,083	$1,434,930	$1,528,877
Senior Annual Debt Service Requirement	$311,234	$372,520	$419,102	$453,582	$470,450
Coverage Ratio [4]	3.87	3.36	3.16	3.14	3.22
Annual Subordinate Debt Service Requirement	$331,983	$334,737	$347,450	$373,897	$391,947
Coverage Ratio [5]	1.88	1.78	1.74	1.73	1.77
Annual MLF Enhanced Debt Service Requirement	$49,385	$53,427	$56,583	$57,914	$58,443
Coverage Ratio [6]	1.75	1.65	1.62	1.62	1.66

[1] This summary of revenues and operating expenditures is not intended to present results of operations in conformity with generally accepted accounting principles. Debt service is net of capitalized interest and receipt of Federal Subsidy.
[2] Operating expenses for Fiscal Year 2022 include accounting entries to pension and OPEB expenses that reduce the reported operating expenses by $59 million. Without these entries, estimated Fiscal Year 2022 operating expenses would be $371 million.
[3] Cost of Services for Fiscal Year 2023, presented in previous official statements, have been restated to conform with the required implementation of GASB Statement No. 96, Subscription-Based Information Technology Arrangements. General & Administrative expenses have been reduced by approximately $ 1.2 million.

[4] Calculated using Senior Interest Income
[5] Calculated using Senior and Subordinate Interest Income
[6] Calculated using Senior, Subordinate and MLFE Interest Income
* Preliminary - Unaudited

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COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS

Commission Indebtedness

Authority to Issue Debt

Under the Enabling Acts, the Commission is authorized and empowered, among other things, to issue turnpike revenue bonds, notes or other obligations (either senior on a parity basis or subordinate) to pay (i) pursuant to the Amended Funding Agreement, if applicable, the costs of construction, reconstructing, widening, expanding or extending I-80 or any other costs of I-80 and the System, (ii) Act 44/Act 89 Payments to PennDOT, (iii) costs of improvements to the System, and (iv) certain amounts pursuant to the Amended Funding Agreement, to be used for mass transit programs, multi-modal transportation programs and, other transportation programs of statewide significance, alternative energy transportation programs (provided that, pursuant to the terms of the Amended Funding Agreement, the proceeds of any Special Revenue Bonds (as hereinafter defined) may not be applied for payments to mass transit programs, multi-modal transportation programs or alternative energy transportation programs).

The bonds authorized to be issued by the Commission under Act 44 included up to $5 billion of Special Revenue Bonds. Proceeds of such bonds were applied toward the satisfaction of the Commission's scheduled annual Act 44/Act 89 Payment obligations under the Amended Funding Agreement and the Enabling Acts, except for that portion of the annual payment obligations to be deposited in the Public Transportation Trust Fund pursuant to the terms of the Amended Funding Agreement. Since all of the Commission's Act 44/Act 89 Payments to PennDOT under the Amended Funding Agreement are being deposited into the Public Transportation Trust Fund commencing July 1, 2014, as of such date, the Commission is no longer issuing Special Revenue Bonds to fund its obligations under the Amended Funding Agreement. See "*Statutory Limitations on the Incurrence of Special Revenue Bonds*" below. The Amended Funding Agreement provides that the Commission is obligated to pay all debt service due with respect to the Special Revenue Bonds.

Outstanding Indebtedness

The Commission has the following outstanding indebtedness: (1) Turnpike Senior Revenue Bonds secured by the pledge of the Trust Estate under the Turnpike Senior Revenue Indenture consisting primarily of Tolls received by or on behalf of the Commission from the System; (2) Turnpike Subordinate Revenue Bonds (as hereinafter defined) secured by a pledge of the Trust Estate under the Turnpike Subordinate Revenue Indenture consisting primarily of Commission Payments from amounts transferred from the General Reserve Fund under the Turnpike Senior Revenue Indenture after the payment of all Turnpike Senior Revenue Indenture Obligations; (3) Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Bonds (referred to herein as the "***Special Revenue Bonds***") secured by a pledge of the Trust Estate under the Turnpike Subordinate Revenue Indenture consisting primarily of said Commission Payments but on a subordinate basis to the Turnpike Subordinate Revenue Bonds; (4) Oil Franchise Tax Revenue Bonds secured by a pledge of the Trust Estate under the OFT Indenture, which includes, among other property, Oil Franchise Tax Revenues allocated to the Commission and the Commission's right to receive the Electric Vehicle Charge Commission Allocation and amounts thereof received by or for the account of the Commission or the Trustee; and (5) Registration Fee Revenue Bonds secured by a pledge of the Registration Fee Revenues.

The following table summarizes the Commission's outstanding indebtedness as of the date of this Official Statement.

Outstanding Commission Indebtedness

	Outstanding Principal	Accreted thru 6/1/2026	Total Outstanding
Turnpike Senior Revenue Bonds	$7,830,360,000		$7,830,360,000
Turnpike Subordinate Revenue Bonds	5,590,653,594	$44,477,702	5,635,131,296
Special Revenue Bonds	854,988,479	58,537,715	913,526,194
Oil Franchise Tax Revenue Bonds	1,755,151,247	21,447,035	1,776,598,282
Registration Fee Revenue Bonds	251,905,000		251,905,000

Upon the issuance of the 2026 Subordinate Revenue Refunding Bonds and the defeasance of the Subordinate Revenue Refunded Bonds (as defined in the Official Statement), $5,626,136,296 in aggregate principal amount of Turnpike Subordinate Revenue Bonds will be outstanding (including compounded amounts as of June 1, 2026, for Outstanding capital appreciation bonds).

Upon the issuance of the 2026 Special Revenue Refunding Bonds and the defeasance of the Special Revenue Refunded Bonds (as defined in the Official Statement), $908,571,194 in aggregate principal amount of Special Revenue Bonds will be outstanding (including compounded amounts as of June 1, 2026, for Outstanding capital appreciation bonds). See "REFUNDING PLAN" and "ESTIMATED SOURCES AND USES OF FUNDS" in the forepart of this Official Statement for more information.

As of the date of this Official Statement, approximately 93.4% of the Commission's outstanding debt is fixed rate, 5.8% is synthetic fixed, and 0.8% is unhedged variable rate. See "COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS " – Direct Purchase Obligations," " – Letter of Credit Agreements" and " – Interest Rate Exchange Agreements" below for information.

Turnpike Senior Revenue Bonds

Turnpike Senior Revenue Bonds are issued under that certain Amended and Restated Trust Indenture originally dated as of July 1, 1986, and Amended and Restated as of March 1, 2001, between the Commission and U.S. Bank Trust Company, National Association, as trustee (the "***Turnpike Senior Revenue Indenture Trustee***"), as supplemented and amended (the "***Turnpike Senior Revenue Indenture***"). Tolls are presently pledged to secure the Turnpike Senior Revenue Bonds, as well as Turnpike Senior Revenue Indenture Parity Obligations, and any subordinated indebtedness that may be issued under the Turnpike Senior Revenue Indenture (collectively, the "***Turnpike Senior Revenue Indenture Obligations***").

As of the date of this Official Statement, the Commission has $7,830,360,000 in principal amount of Turnpike Senior Revenue Bonds outstanding under the Turnpike Senior Revenue Indenture. The Commission has not issued any subordinated indebtedness under the Turnpike Senior Revenue Indenture.

Also included in the principal amount outstanding under the Turnpike Senior Revenue Indenture as of the date of this Official Statement is $625,530,000 aggregate principal amount of variable rate obligations and $397,325,000 aggregate principal amount of direct purchase obligations.

See "COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS – Direct Purchase Obligations" for a summary of direct purchase obligations of the Commission. Other obligations incurred and outstanding under the Turnpike Senior Revenue Indenture include the Commission's obligations under various interest rate swap agreements having a notional amount of $594,950,000 as of August 1, 2026.

Tolls are not pledged to secure the Oil Franchise Tax Revenue Bonds, the Registration Fee Revenue Bonds or the bonds and other obligations issued (or otherwise secured) under the Subordinate Revenue Indenture (the "***Turnpike Subordinate Revenue Indenture Obligations***"). All Turnpike Subordinate Revenue Indenture Obligations are subordinated to the payment of the Turnpike Senior Revenue Indenture Obligations issued under the Turnpike Senior Revenue Indenture.

Neither the Turnpike Subordinate Revenue Indenture Obligations, the Oil Franchise Tax Revenue Bonds, nor the Registration Fee Revenue Bonds are secured by or have any interest in the Trust Estate established pursuant to the Turnpike Senior Revenue Indenture.

The Commission may in the future, under the terms of the Turnpike Senior Revenue Indenture, identify in writing certain roads, other than the Turnpike Mainline and the Northeast Extension, as not being part of the System for the purposes of the Turnpike Senior Revenue Indenture which would eliminate toll revenues from such identified roads from the definition of Tolls under the Turnpike Senior Revenue Indenture. The Commission currently has no plans to exclude any roads from the System for such purpose under the Turnpike Senior Revenue Indenture.

In addition, under the Turnpike Senior Revenue Indenture, the Commission has covenanted that it will not sell, lease, or otherwise dispose of real estate or personal property comprising a portion of the System except upon compliance with the provisions of the Turnpike Senior Revenue Indenture, including a determination by resolution that the Net Revenues of the Commission will not be materially adversely affected. The Commission from time to time may consider various proposals that could involve the transfer or other disposition of Commission property. Any such transfer or disposition would be required to comply with the provisions of the Turnpike Senior Revenue Indenture.

Turnpike Subordinate Revenue Bonds

Pursuant to the terms of the Subordinate Trust Indenture dated as of April 1, 2008, between the Commission and Computershare Trust Company, National Association (the "***Turnpike Subordinate Revenue Indenture Trustee***"), as amended and supplemented (the "***Turnpike Subordinate Revenue Indenture***"), the Commission has covenanted to direct the Turnpike Senior Revenue Indenture Trustee to pay to the Turnpike Subordinate Revenue Indenture Trustee, after payment of all required debt service on all Turnpike Senior Revenue Indenture Obligations and subject to the provisions of the Turnpike Senior Revenue Indenture, out of the General Reserve Fund established under the Turnpike Senior Revenue Indenture, such amounts as are required by the Turnpike Subordinate Revenue Indenture, or by a supplemental indenture to the Turnpike Subordinate Revenue Indenture to pay, at the times specified, all amounts due in respect of the Turnpike Subordinate Revenue Indenture Obligations outstanding under the Turnpike Subordinate Revenue Indenture, including Parity Obligations as defined therein.

Accordingly, the Commission is required to instruct, or furnish a debt service schedule to, the Senior Revenue Indenture Trustee providing (i) for the payment to the Subordinate Revenue Indenture Trustee out of available funds held in the General Reserve Fund such amounts from time

to time necessary to satisfy all required deposits under the Turnpike Subordinate Revenue Indenture to the Commission Payments Fund established under the Turnpike Subordinate Revenue Indenture and (ii) for the payment of debt service on the outstanding Turnpike Subordinate Revenue Indenture Obligations and all other payments required from time to time under the Subordinate Revenue Indenture and in any supplemental indenture to the Turnpike Subordinate Revenue Indenture (collectively, the "***Commission Payments***").

Under the Turnpike Subordinate Revenue Indenture, the Commission may, from time to time, issue additional bonds to satisfy its payment obligations under the Enabling Acts, including (a) bonds issued for the purpose of making Act 44/Act 89 Payments to PennDOT to finance transit programs, and which are not secured by payments from the Motor License Fund, but have a senior claim on Commission Payments (the "***Subordinate Revenue Bonds***" or "***Turnpike Subordinate Revenue Bonds***") and (b) Special Revenue Bonds. The Commission intends that any long-term indebtedness to be issued under the Turnpike Subordinate Revenue Indenture is to be paid solely from Commission Payments. Such obligations, if issued, are subordinate to the Turnpike Senior Revenue Bonds issued under the Turnpike Senior Revenue Indenture. Such Subordinate Revenue Bonds will be parity obligations with the outstanding Turnpike Subordinate Revenue Bonds already issued under the Turnpike Subordinate Revenue Indenture.

As of the date of this Official Statement, the Commission has $5,635,131,296 in aggregate principal amount of Turnpike Subordinate Revenue Bonds outstanding under the Turnpike Subordinate Revenue Indenture (including compounded amounts as of June 1, 2026, for outstanding capital appreciation bonds). The foregoing amounts include $291,850,000 aggregate principal amount of floating rate notes constituting a direct purchase obligation. See "COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS – Direct Purchase Obligations" below for a summary of direct purchase obligations of the Commission. After the issuance of the 2026 Subordinate Revenue Refunding Bonds and the refunding of the Subordinate Revenue Refunded Bonds (as defined in the Official Statement), $5,626,136,296 in aggregate principal amount of Turnpike Subordinate Revenue Bonds will be outstanding (including compounded amounts as of June 1, 2026, for Outstanding capital appreciation bonds). Other obligations incurred and outstanding under the Turnpike Subordinate Revenue Indenture include the Commission's obligations under interest rate swap agreements having an aggregate notional amount of $444,975,000 as of June 1, 2026, being comprised of an interest rate swap agreement associated with the Commission's Turnpike Subordinate Revenue Refunding Bonds, First Series of 2022 in the notional amount of $291,850,000 and an interest rate swap agreement associated with the Commission's Variable Rate Turnpike Subordinate Revenue Refunding Bonds, Second Series of 2025 in the notional amount of $153,125,000.

Statutory Limitations on the Incurrence of Special Revenue Bonds

Under the Enabling Acts, the Commission is authorized to issue, by resolution, Special Revenue Bonds (as contemplated in §9511.2 of Act 44), and as issued as such under the Turnpike Subordinate Revenue Indenture up to an aggregate principal amount of $5 billion, exclusive of original issue discount, for the purpose of paying bond related expenses and costs of PennDOT, including the costs of highway, road, tunnel and bridge construction, renovation and expansion, including acquisition of land, rights, machinery and equipment and certain finance charges relating thereto, planning, engineering, administrative and other expenses, and debt service. No more than $600 million in aggregate principal amount of such Special Revenue Bonds, exclusive of original issue discount, may be issued in any calendar year. No such bonds may be issued unless the Amended

Funding Agreement is in effect, and no such bonds may be outstanding beyond the stated term of the Amended Funding Agreement at the time of issuance. Special Revenue Refunding Bonds (as defined in §9511.9 of Act 44) shall not be deemed to count against the total or annual maximum issuance volume under Act 44. Pursuant to Act 89, Special Revenue Bonds may not be issued by the Commission to fund any portion of its annual payment obligation commencing July 1, 2014, as all of such annual payment obligation is to be deposited in the Public Transportation Trust Fund after such date, although Special Revenue Refunding Bonds could be issued.

Special Revenue Bonds have been issued under the Turnpike Subordinate Revenue Indenture. As of the date of this Official Statement, the Commission has $913,526,194 in aggregate principal amount of Special Revenue Bonds outstanding under the Turnpike Subordinate Revenue Indenture (including compounded amounts as of June 1, 2026, for capital appreciation bonds). After the issuance of the 2026 Special Revenue Refunding Bonds and the redemption and refunding of the Special Revenue Refunded Bonds (as defined in the Official Statement), $908,571,194 in aggregate principal amount of Special Revenue Bonds will be outstanding under the Turnpike Subordinate Revenue Indenture (including compounded amounts as of June 1, 2026, for capital appreciation bonds). Special Revenue Bonds have a right to payment from Commission Payments that is subordinate to the rights of payment of the holders of Turnpike Subordinate Revenue Bonds issued under the Turnpike Subordinate Revenue Indenture.

Should the Commission fail to timely make required debt service deposits for Special Revenue Bonds, the Subordinate Revenue Indenture Trustee shall proceed under the terms of Act 44 and a Memorandum of Agreement between PennDOT, the Office of the Budget of the Commonwealth and the Pennsylvania State Treasurer, dated July 16, 2010 (the "***MOA***"), to notify PennDOT of such default, and thereafter, PennDOT shall give notice to the Office of the Budget of the Commonwealth of such deficiency, the Office of the Budget of the Commonwealth shall request that the Treasurer of the Commonwealth transfer funds to the Subordinate Revenue Indenture Trustee in an amount necessary to cure such deficiency, and the Treasurer of the Commonwealth shall transfer such funds to the Subordinate Revenue Indenture Trustee but only from amounts available for such purpose in the Motor License Fund. The appropriation of money in the Commonwealth's Motor License Fund in respect of Special Revenue Bonds issued by the Commission under Act 44 is continuing and non-lapsing. The Commonwealth has no obligation to appropriate any funds, other than available funds on deposit in the Motor License Fund, for the payment of any such Special Revenue Bonds. Pursuant to the MOA, certain funds equal to the maximum annual debt service on outstanding Special Revenue Bonds are to be set aside (but not pledged) in the Motor License Fund for this purpose upon the issuance of Special Revenue Bonds. Funds in such amounts were set aside in the Motor License Fund in connection with the issuance of fourteen series of the Commission's Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Bonds. The Commission is obligated pursuant to the Amended Funding Agreement to reimburse the Treasurer of the Commonwealth for any amounts withdrawn from the Motor License Fund in order to cure a default in the payment by the Commission with respect to the annual debt service on any such Special Revenue Bonds. This reimbursement obligation is subject to and junior to the payment obligations of the Commission under the Special Revenue Bonds.

Oil Franchise Tax Revenue Bonds

As of the date of this Official Statement, the Commission has $1,776,598,282 in aggregate principal amount of Oil Franchise Tax Revenue Bonds, including accreted interest through June 1, 2026, outstanding under that certain trust indenture relating to such bonds (the "***OFT Indenture***").

Oil Franchise Tax Revenue Bonds are secured solely by the Trust Estate established under the OFT Indenture. The Trust Estate includes, among other property, Tax Revenues, the Commission's right to receive the Commission Allocation of the Oil Franchise Tax and amounts thereof received by the Commission, and the Commission's right to receive the Electric Vehicle Charge Commission Allocation and amounts thereof received by the Commission, the Trustee or another Person for their account. The Electric Vehicle Charge Commission Allocation is separately included in the Trust Estate pursuant to the Eleventh Supplemental Indenture to the OFT Indenture and, upon satisfaction of the Bondholder-consent and other effectiveness conditions described in the OFT Indenture, will also be included in Tax Revenues. Neither the Oil Franchise Tax Revenues nor the Electric Vehicle Charge Commission Allocation is pledged to secure any Turnpike Senior Revenue Indenture Obligations, Turnpike Subordinate Revenue Indenture Obligations or Registration Fee Revenue Bonds. Conversely, Tolls and Registration Fee Revenues are not pledged to secure the Oil Franchise Tax Revenue Bonds. **The Oil Franchise Tax Revenues are not pledged to secure any Turnpike Senior Revenue Indenture Obligations, any Subordinate Revenue Indenture Obligations or any Registration Fee Revenue Bonds.** Note, however, that amounts in the Oil Franchise Tax General Fund may, absent any deficiency in the funds held under the OFT Indenture, be used by the Commission for any purposes authorized by the OFT Indenture, including, without limitation, to further any lawful corporate purpose. See "CERTAIN FINANCIAL INFORMATION — Revenue Sources of the Commission — Oil Franchise Tax Revenues" and "— Road User Charge for Electric Vehicles" herein.

Registration Fee Revenue Bonds

As of the date of this Official Statement, the Commission has $251,905,000 in aggregate principal amount of the Commission's Registration Fee Revenue Bonds (the "***Registration Fee Revenue Bonds***") outstanding under that certain trust indenture relating to such bonds. Registration Fee Revenue Bonds are issued under a separate indenture, as subsequently amended and supplemented, securing Registration Fee Revenue Bonds. The proceeds of the Registration Fee Revenue Bonds were spent on portions of the Mon/Fayette Expressway and the Southern Beltway, are secured by, and are to be paid solely from, Registration Fee Revenues which are allocated to the Commission. See "COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS – Direct Purchase Obligations" and "– Future Financing Considerations" below and "CERTAIN FINANCIAL INFORMATION – Revenue Sources of the Commission – Registration Fee Revenues" herein for more information regarding Registration Fee Revenue Bonds.

Direct Purchase Obligations

Below is a summary of direct purchase obligations of the Commission outstanding as of the date of this Official Statement. These transactions may include terms and provisions, including but not limited to covenants and events of default, that are different from those contained in the Turnpike Senior Revenue Indenture and Subordinate Revenue Indenture. The Direct Purchase Obligations issued to date are not additionally secured by a Debt Service Reserve Fund. Copies of certain agreements relating to these transactions may be viewed on the Municipal Securities Rulemaking Board – Electronic Municipal Market Access system ("***EMMA***").

First Series of 2022 Bonds (Subordinate)

Turnpike Subordinate Revenue Refunding Bonds, First Series of 2022 (the "***First Series of 2022 Bonds***"), of which $291,850,000 aggregate principal amount is outstanding as of the date of this Official Statement, were issued under the Subordinate Revenue Indenture on April 28, 2022, and are

parity obligations with certain Subordinate Revenue Bonds and other parity obligations issued under the Subordinate Revenue Indenture. Additional information regarding the First Series of 2022 Bonds can be found at: https://emma.msrb.org/P11599155-P11233724-P11656323.pdf.[12]

Turnpike Revenue Bonds, Series B of 2024 (Senior)

Pursuant to the terms of Supplement Indenture No. 73 and that certain Bond Purchase Agreement dated February 15, 2024 (the "***2024B Purchase Agreement***") between the Commission and Redeployment Partners LP ("***RPLP***"), each relating to the Turnpike Revenue Bonds, Series B of 2024 (the "***Series B of 2024 Bonds***"), the Commission has previously delivered to RPLP the Series B of 2024 Bonds, of which $90,000,000 aggregate principal amount is outstanding as of the date of this Official Statement. The Series B of 2024 Bonds are parity obligations with certain Turnpike Senior Revenue Bonds and other parity obligations issued under the Turnpike Senior Revenue Indenture. The Series B of 2024 Bonds are not secured by a debt service reserve fund. Additional information regarding the original issuance of the Series B of 2024 Bonds can be found at: https://emma.msrb.org/P21803313.pdf.[13] The Commission and RPLP agreed in the 2024B Purchase Agreement and pursuant to Supplemental Indenture No. 73 that, assuming the conditions to conversion set forth in Supplemental Indenture No. 73 and the 2024B Purchase Agreement were satisfied, the Commission would issue and deliver to the Trustee for the benefit of RPLP all, and not less than all, of the Series B of 2024 Bonds bearing a CUSIP number and in book-entry form registered in the registry books of the Commission kept by the Trustee in the name of Cede & Co., as nominee of DTC (the "***2024B Converted Bond***"), in exchange for cancellation of the originally issued Series B of 2024 Bonds. The Commission delivered such 2024B Converted Bond on January 22, 2025, and additional information with respect thereto can be found at https://emma.msrb.org/P11839464.pdf. [14]

Turnpike Revenue Bonds, Series of 2024 (Forward Delivery) (Senior)

In October 2024 the Commission issued its Turnpike Revenue Bonds, Series of 2024 (Forward Delivery) (the "***Forward Delivery Bonds***"), of which $233,015,000 aggregate principal amount is outstanding as of the date of this Official Statement. The Forward Delivery Bonds were purchased by Wells Fargo Municipal Capital Strategies, LLC (the "***Purchaser***") pursuant to a Continuing Covenant Agreement dated December 28, 2022 (the "***Continuing Covenant Agreement***"), between the Commission and the Purchaser, and were issued pursuant to the Turnpike Senior Revenue Indenture, as supplemented by a certain Supplemental Trust Indenture No. 77 dated as of October 1, 2024. The Forward Delivery Bonds are parity obligations with certain Turnpike Senior Revenue Bonds and other parity obligations issued under the Turnpike Senior Revenue Indenture. The Forward Delivery Bonds are not secured by a debt service reserve fund. Additional information regarding the Forward Delivery Bonds can be found at: https://emma.msrb.org/P21644096-P21265428-P21691905.pdf . [15]

Turnpike Revenue Bonds, Second Series of 2024 (Senior)

Pursuant to the terms of Supplemental Indenture No. 78 relating to the Turnpike Revenue Refunding Bonds, Second Series of 2024 (the "***Second Series of 2024 Bonds***"), the Commission has

[12] The information contained on such website link is not incorporated by reference in this Appendix A.
[13] The information contained on such website link is not incorporated by reference in this Appendix A.
[14] The information contained on such website link is not incorporated by reference in this Appendix A.
[15] The information contained on such website link is not incorporated by reference in this Appendix A.

previously delivered to DVRC Pennsylvania Turnpike II Limited Partnership ("***DVRC***") the Second Series of 2024 Bonds, of which $43,890,000 aggregate principal amount is outstanding as of the date of this Official Statement. The Second Series of 2024 Bonds are parity obligations with certain Turnpike Senior Revenue Bonds and other parity obligations issued under the Turnpike Senior Revenue Indenture. The Second Series of 2024 Bonds are not secured by a debt service reserve fund. Additional information regarding the Second Series of 2024 Bonds can be found at: https://emma.msrb.org/P21875285.pdf.[16]

Turnpike Revenue Bonds, First Series of 2025 (Senior)

Pursuant to the terms of Supplemental Indenture No. 79 relating to the Turnpike Revenue Refunding Bonds, First Series of 2025 (the "***First Series of 2025 Bonds***"), the Commission has previously delivered to DVRC the First Series of 2025 Bonds, of which $30,420,000 aggregate principal amount is outstanding as of the date of this Official Statement. The First Series of 2025 Bonds are parity obligations with certain Turnpike Senior Revenue Bonds and other parity obligations issued under the Turnpike Senior Revenue Indenture. The First Series of 2025 Bonds are not secured by a debt service reserve fund. Additional information regarding the First Series of 2025 Bonds can be found at: https://emma.msrb.org/P11839464.pdf.[17]

Line of Credit

In June 2020, the Commission obtained a $200 million one-year revolving line of credit from PNC Bank, National Association, authorized to be used for the purposes of funding or refinancing costs including general working capital needs of the Commission, funding/reimbursing necessary reserves and the payment of debt service on certain Turnpike Senior Revenue Bonds. The Commission has renewed the Line of Credit, in June of each year, including its most recent renewal in June 2026, to provide funding for (or refinancing) costs including general working capital needs of the Commission. The Line of Credit constitutes Short-Term Indebtedness and a Parity Obligation under the Turnpike Senior Revenue Indenture. To date, no draws have been made on the current Line of Credit.

Letter of Credit Agreements

The Commission has entered into letter of credit agreements related to certain of its Turnpike Senior Revenue Bonds and Turnpike Subordinate Revenue Bonds as detailed in the following table. The letter of credit agreements may contain provisions that are different from, and may be more restrictive than, the Turnpike Senior Revenue Indenture.

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[16] The information contained on such website link is not incorporated by reference in this Appendix A.
[17] The information contained on such website link is not incorporated by reference in this Appendix A.

Summary of Letter of Credit Agreements for Turnpike Senior Revenue Bonds and Turnpike Subordinate Revenue Bonds
(as of the date of this Official Statement)

Variable Rate Bond Issue	Amount Outstanding	Provider	Expiration Date
Senior Series A of 2020	$88,595,000	Barclays Bank PLC	06/11/2027
Senior Second Series of 2019	$139,815,000	TD Bank, N.A.	06/01/2028
Senior Series B of 2023	$171,300,000	TD Bank, N.A.	11/09/2028
Senior Series of 2020	$225,820,000	TD Bank, N.A.	06/24/2030
Subordinate Second Series of 2025	$153,125,000	Bank of America, N.A.	12/17/2030

Interest Rate Exchange Agreements

The Commission has interest rate exchange agreements with respect to certain portions of its Turnpike Senior Revenue Bonds, Series 2009A, Second Series of 2019, Series of 2020, Series 2020A and Series 2023B. In addition, the Commission has interest rate exchange agreements with respect to its Turnpike Subordinate Revenue Refunding Bonds, First Series of 2022, Turnpike Subordinate Revenue Refunding Bonds, Second Series of 2025, Registration Fee Revenue Refunding Bonds, Series of 2025, and various series of its Oil Franchise Tax Revenue Bonds.

Interest Rate Exchange Agreements

(as of August 1, 2026)

Lien	Current Notional	Mark to Market Valuation
Turnpike Senior Revenue Bonds	$594,950,000	$(10,078,142)
Turnpike Subordinate Revenue Bonds	444,975,000	51,903,279
Motor Vehicle Registration	231,425,000	(22,723,225)
Oil Franchise Tax Revenue Bonds	276,150,000	(291,168)

See Note 4, Note 9, and Note 11 to the Financial Statements for additional information relating to the interest rate exchange agreements. The Commission does not have any interest rate exchange agreements associated with its Special Revenue Bonds.

There are a number of risks associated with Swaps (as hereinafter defined) that could affect the value of the Swaps, the ability of the Commission to accomplish its objectives in entering into the Swaps and the ability of the Commission to meet its obligations under the Swaps. These risks include, among others, the following: counterparty risk – the failure of the counterparty to make required payments; credit risk – the occurrence of an event modifying the credit rating of the Commission or its counterparty; termination risk – the need to terminate the transaction in a market that dictates a termination payment by the Commission under certain events, including but not limited to, credit

rating downgrades of the Commission, defaults, etc.; collateral posting risk – the risk of the Commission posting collateral upon certain credit rating downgrades; tax risk – the risk created by potential tax events that could affect Swap payments; and basis risk – the mismatch between actual variable rate debt service and variable rate indices used to determine Swap payments.

Prior to June 30, 2023, certain of the Commission's Swaps used London Interbank Offered Rate ("***LIBOR***") based rates as a reference rate for determining the interest rate and/or other payment obligations thereunder. On January 3, 2022, the Commission submitted an Adherence Letter to the International Swaps and Derivatives Association, Inc., ("***ISDA***") indicating the Commission's adherence to the ISDA 2020 LIBOR Fallbacks Protocol (the "***ISDA Protocol***"). The Commission received confirmation that ISDA accepted the Commission's Adherence Letter on January 3, 2022. Each of the Commission's swap counterparties adhered to the ISDA Protocol, which together with the Commission's adherence, incorporated ISDA Protocol interest rate fallback language in the respective Interest Rate Exchange Agreements providing for the use of the secured overnight funding rate ("***SOFR***"), plus the defined spread, to determine a replacement rate for LIBOR after its permanent discontinuance on June 30, 2023.

The Commission actively monitors the degree of risk and exposure associated with the Swaps to which it is a party but can offer no assurances that compliance with its Swap Policy (as hereinafter defined) will prevent the Commission from suffering adverse financial consequences as a result of these transactions.

Other Obligations

Act 44/Act 89 Payments to PennDOT

The Enabling Acts provide that all Act 44/Act 89 Payments shall be subordinate obligations of the Commission payable solely from the General Reserve Fund after meeting all other Commission requirements pursuant to any financial documents, financial covenants, liquidity policies or agreements in effect at the Commission. Pursuant to the Amended Funding Agreement, the Act 44/Act 89 Payments to PennDOT over the seven Fiscal Years ended May 31, 2014, were allocated between deposits to the Commonwealth Motor License Fund (the "***Motor License Fund***") for road and bridge work and deposits into the Public Transportation Trust Fund for distribution to Pennsylvania's local and regional public transportation agencies for operating and capital purposes.

No portion of the Act 44/Act 89 Payments to be deposited into the Public Transportation Trust Fund may be made with proceeds of Special Revenue Bonds. Effective July 1, 2014, 100% of the scheduled Act 44/Act 89 Payments to PennDOT are being deposited into the Public Transportation Trust Fund and may be used to support transit operating and capital costs, multi- modal transportation capital project costs and alternative energy transportation capital project costs.

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As of the date of this Official Statement, the Commission has paid a total amount of $8,112,500,000 under the Amended Funding Agreement, as set forth in the following table (dollar amounts in millions).

Historic Act 44/Act 89 Payments
(in millions)

Fiscal Year Ended May 31	Payments to Motor License Fund	Payments to Public Transportation Trust Fund	Total
2008	$450.0	$300.0	$750.0
2009	500.0	350.0	850.0
2010	500.0	400.0	900.0
2011	200.0	250.0	450.0
2012	200.0	250.0	450.0
2013	200.0	250.0	450.0
2014	200.0	250.0	450.0
2015	0.0	450.0	450.0
2016	0.0	450.0	450.0
2017	0.0	450.0	450.0
2018	0.0	450.0	450.0
2019	0.0	0.0	0.0
2020	0.0	900.0	900.0
2021	0.0	450.0	450.0
2022	0.0	450.0	450.0
2023	0.0	50.0	50.0
2024	0.0	50.0	50.0
2025	0.0	50.0	50.0
2026	0.0	50.0	50.0
2027	0.0	12.5	12.5
Totals:	**$2,250.0**	**$5,862.5**	**$8,112.5**

As a result of the materially adverse impact of the COVID-19 pandemic, the Commission and PennDOT agreed, pursuant to Amendment Three to the Original Amended Funding Agreement, to extend the payment dates for the Commission's July 2020 and October 2020 scheduled payments of $112.5 million each, to January 29, 2021. The Commission ultimately paid the full $450 million within Fiscal Year 2021, issuing Subordinate Revenue Bonds in January 2021 to fund the Fiscal Year 2021 Act 44/Act 89 obligation covering payments originally due in July 2020 and October 2020, as well as the payment due January 2021 and a portion of the April 2021 payment.

The Act 44/Act 89 Payments due to PennDOT for Fiscal Year 2022 totaled $450 million and were paid in July 2021 with $420 million of the net proceeds of the Commission's 2021B Subordinate Revenue Bonds and $30 million of current revenues. Beginning in Fiscal Year 2023 through 2057 (the term of the Amended Funding Agreement), the annual Act 44/Act 89 Payments were reduced to $50 million, to be paid from the current revenues of the Commission. The Commission paid the entire Fiscal Year 2024 and Fiscal Year 2025 Act 44/Act 89 Payment obligations as scheduled.

The Commission's obligation to pay the annual debt service on any Special Revenue Bonds on a timely basis continues to be part of its payment obligation under the Amended Funding Agreement.

The Enabling Acts provide that if the Secretary of the Budget notifies the Commission of a failure to make Act 44/Act 89 Payment to PennDOT under the Amended Funding Agreement, all actions of the Commission taken by a vote of the Commissioners thereafter must be approved by a unanimous vote of all Commissioners until such time as the Act 44/Act 89 Payment is made. However, a unanimous vote is not required if it would prevent the Commission from complying with covenants with "current bondholders, debt holders or creditors." These voting procedures have never been used as the Commission has not missed any Act 44/Act 89 Payments under the Amended Funding Agreement.

The Commission is required by the terms of the Amended Funding Agreement and Act 44 to fix and adjust tolls at levels that will generate revenues (together with other available moneys) sufficient to pay, among other things, amounts to PennDOT pursuant to the Amended Funding Agreement when due and other obligations of the Commission, and the Commission has covenanted in the Subordinate Revenue Indenture to set tolls at a level sufficient to meet its coverage obligations taking into account any additional debt incurred in order to make such payments.

The Commission believes that System revenues should enable it to satisfy its payment obligations as set forth in the Amended Funding Agreement.

Future Financing Considerations

General

The Commission may issue additional bonds and obligations under the Turnpike Senior Revenue Indenture and/or the Subordinate Revenue Indenture. In addition, the Commission may, from time to time, issue other notes and bonds payable from such sources as may be available so long as the Tolls, the Oil Franchise Tax Revenues securing the Oil Franchise Tax Revenue Bonds or the Registration Fee Revenues securing the Registration Fee Revenue Bonds are not pledged to such other notes and bonds or, if pledged, are pledged on a subordinate basis. The Commission regularly evaluates market conditions with respect to the possible refunding of its outstanding Senior Revenue Bonds, Subordinate Revenue Bonds, Special Revenue Bonds, Oil Franchise Tax Revenue Bonds and Registration Fee Revenue Bonds.

The Fiscal Year 2027 Financial Plan anticipates that between Fiscal Years 2027-2036, the estimated $8.3 billion in net costs associated with the Fiscal Year 2027 Capital Plan will be funded with approximately $5.0 billion on a pay-as-you-go basis, with the remaining approximately $3.0 billion funded with proceeds from additional Senior Revenue Bonds, as well as $269 million in funds from prior bond issuances and $40 million from expected federal funds reimbursement. See "CAPITAL IMPROVEMENTS – Ten-Year Capital Plan" and "FINANCIAL PLAN – Fiscal Year 2027 Financial Plan" herein for more information.

The Commission may from time to time increase toll rates to meet the debt, capital and operational obligations of the Commission. The most recent toll increase took effect in January 2026. The Commission approved the January 2027 toll increase of 3.5% on July 7, 2026. See "CERTAIN FINANCIAL INFORMATION – Toll Schedule and Rates" above for further information.

The ability of the Commission to repay such borrowings could be adversely affected by many factors, some of which are beyond the control of the Commission. For example, economic circumstances which result in significant declines in motor vehicle acquisition or operating cost increases could adversely affect the number of motor vehicles in use. An increase in the cost of fuel

could adversely affect both the number of motor vehicles using the System and the mileage that such vehicles travel. Government regulations, such as Clean Air Act requirements, might also significantly restrict motor vehicle use and therefore diminish Tolls. See "INVESTMENT CONSIDERATIONS" in the forepart of this Official Statement.

Potential Bond Issuances and Swap Transactions

The Commission continues to evaluate financing options to achieve the lowest possible borrowing cost and these strategies may include Swaps.

At the September 2, 2025, meeting of the Commissioners, the Commission authorized:

- the issuance of fixed and/or variable rate Turnpike Senior Indenture Revenue Bonds in an aggregate principal amount not to exceed $350,000,000.

At the January 20, 2026, meeting of the Commissioners, the Commission authorized:

- issuance of variable and/or fixed rate Turnpike Revenue Refunding bonds in an aggregate principal amount not to exceed $650,000,000 (BABs).

At the September 15, 2026, meeting of the Commissioners, the Commission authorized the issuance of:

- variable and/or fixed rate Turnpike Senior Revenue Bonds in an aggregate principal amount not to exceed $350,000,000;
- variable and/or fixed rate Turnpike Subordinate Revenue Refunding Bonds and/or Motor License Fund-Enhanced Subordinate Special Revenue Refunding Bonds in an aggregate principal amount not to exceed $650,000,000;
- renewal of revolving line of credit (PNC Bank, N.A.), in an aggregate principal amount not to exceed $200,000,000, see "COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS – Line of Credit" herein;
- variable and/or fixed rate Turnpike Senior Revenue Bonds in an aggregate principal amount not to exceed $650,000,000; and
- variable and/or fixed rate Turnpike Subordinate Revenue Refunding Bonds and/or Motor License Fund-Enhanced Subordinate Special Revenue Refunding Bonds in an aggregate principal amount not to exceed $1,000,000,000.

CERTAIN OTHER INFORMATION

General Reserve Fund; Supplemental Capital Fund

After first having made requisite deposits under the Turnpike Senior Revenue Indenture, the Turnpike Senior Revenue Indenture Trustee is required to transfer from the Revenue Fund to the credit of the General Reserve Fund such funds which are determined to be in excess of the amount required to be reserved therein for future transfers to the Debt Service Fund. Moneys in the General Reserve Fund may be expended by the Commission to restore deficiencies in any funds or accounts created under the Turnpike Senior Revenue Indenture, and absent any such deficiency, for any of the following purposes, with no one item having priority over any of the others:

a. to purchase or redeem Turnpike Senior Revenue Bonds;

b. to secure and pay the principal or redemption price of, and interest on, any Subordinated Indebtedness;

c. to make payments into the Construction Fund;

d. to fund improvements, extensions, and replacements of the System; or

e. to further any corporate purpose.

Under the Turnpike Subordinate Revenue Indenture, the Commission has agreed that it will at all times establish and maintain Tolls for traffic over the System so that the amount paid into the General Reserve Fund in each Fiscal Year after deducting any liquidity reserve or other required holdback or deposit then in effect will be at least sufficient to provide funds in an amount not less than (i) 115% of the annual debt service on Subordinate Revenue Bonds (and obligations on parity with Subordinate Revenue Bonds), plus (ii) 100% of the annual debt service on Special Revenue Bonds (and obligations on a parity with Special Revenue Bonds and certain further subordinated bonds), plus (iii) any amount required under the Turnpike Subordinate Revenue Indenture to restore within eighteen (18) months any deficiency in the debt service reserve fund held under the Turnpike Subordinate Revenue Indenture. Failure to meet the rate covenant described herein will not constitute a default under the Turnpike Subordinate Revenue Indenture (or the Turnpike Senior Revenue Indenture) so long as no Event of Default relating to non-payment of amounts due with respect to Turnpike Subordinate Revenue Obligations has occurred as a result of such failure and the Commission retains a consultant to advise with respect to schedules of Tolls in order to bring the Commission into compliance. The Trustee has never withdrawn funds from the General Reserve Fund to meet regularly scheduled debt service payments on Turnpike Senior Revenue Bonds outstanding under the Turnpike Senior Revenue Indenture nor has the General Reserve Fund been used to restore any shortfalls in the Debt Service Reserve Fund for any Turnpike Senior Revenue Bonds.

The following chart sets forth the balances held in the General Reserve Fund as of the fiscal year end dates set forth below.

General Reserve Fund Balances
as of May 31

2026	**2025**	**2024**	**2023**	**2022**
$526,296,123	$452,942,958	$441,159,085	$386,315,789	$437,513,657

The Commission's General Reserve Fund ending balance for Fiscal Year 2026 was $526.4 million, which is $16.6 million or 3.1% higher than the amount projected in the Fiscal Year 2026 Financial Plan. The Commission's General Reserve Fund ending balance for Fiscal Year 2027 is projected to be $614.8 million in the Fiscal Year 2027 Financial Plan.

The balance in the General Reserve Fund can vary substantially, both month to month and year to year, due not only to variations in revenues, but also to the timing of expenditures, particularly capital expenditures, any transfers which may be made to the Supplemental Capital Fund for funding Additional Capital Projects (as defined herein), the Commission's equity contribution toward its Act 44/Act 89 Payment obligations and the Commission's deposit to the Pennsylvania Turnpike

Commission Retiree Medical Trust. See "CERTAIN OTHER INFORMATION – Other Post-Employment Benefit Liabilities" herein. During Fiscal Years 2012 to 2025, the Commission utilized $1,456.4 million in General Reserve Fund balances to: (a) fund a portion of its Act 44/Act 89 Payment obligations in the amount of $620.0 million; (b) make contributions to the Retiree Medical Trust of $176.4 million in excess of its annual required contribution; (c) redeem a portion of its Floating Rate Notes issued under the Turnpike Senior Revenue Indenture at maturity on December 1, 2017 ($100 million) and December 1, 2018 ($50 million); (d) contribute $234.6 million to cash defease a portion of its outstanding Senior and Subordinate Revenue Bonds; and (e) contribute $275.4 million to the Supplemental Capital Fund.

Pursuant to Supplemental Indenture No. 59 to the Turnpike Senior Revenue Indenture, dated as of June 2, 2021, the Commission established a Supplemental Capital Fund (the "*Supplemental Capital Fund*") under the Turnpike Senior Revenue Indenture for deposit and disbursement of certain of the Commission's generally available Revenues for improvements, extensions and replacements to the System, or otherwise for any Project which may be identified by the Commission, and not otherwise funded, as set forth in the Commission's capital plans (collectively, the "*Additional Capital Projects*"). The Supplemental Capital Fund is pledged as part of the Trust Estate under the Turnpike Senior Revenue Indenture and is funded solely from such amounts as the Commission, in its sole and absolute discretion, may transfer to it from the General Reserve Fund. Proceeds of Bonds, other Parity Obligations and Subordinated Indebtedness will not be deposited in the Supplemental Capital Fund. Funds may not be requisitioned from the Supplemental Capital Fund for Additional Capital Projects if a deficiency exists in any of the funds and accounts established under Turnpike Senior Revenue Indenture. Notwithstanding any other provision of the Turnpike Senior Revenue Indenture or the occurrence or continuation of any event or circumstance, monies on deposit in the Supplemental Capital Fund: (i) will be transferred to the General Reserve Fund to the extent not needed to fund such Additional Capital Projects; and (ii) may be transferred to the General Reserve Fund, in such amounts, and from time to time, as the Commission, in its sole and absolute discretion, shall determine. The Commission had approximately $20 million on deposit in the Supplemental Capital Fund as of May 31, 2024, $98.3 million as of May 31, 2025, and $256.1 million as of May 31, 2026. The Commission intends to contribute an additional $100 million to the Supplemental Capital Fund in Fiscal Year 2027 to support additional capital projects, resulting in an estimated ending balance of $343.9 million.

Budget Process

The Commission's Finance and Administration Department develops preliminary budget information for all Commission departments. This information is provided to each of the respective departments for their review and to enable them to make any proposed revisions for their budget requests. The information is then returned to the Finance and Administration Department and a Commission wide preliminary budget is prepared. This budget is reviewed by senior management and, in cooperation with the respective departments, revisions are made when necessary to conform to the annual Financial Plan. The final recommended budget is then presented to the Board of Commissioners for formal approval.

The Commission also annually prepares its annual Financial Plan as required under Act 44. See "FINANCIAL PLAN" herein.

Financial Policies and Guidelines

The Commission's Investment Policy and Guidelines, adopted on June 6, 1997, and amended from time to time thereafter (the "***Investment Policy***"), sets forth the purpose, objectives and investment guidelines for eligible securities for the investment of financial assets of the Commission. Eligible securities include those that are consistent with the Turnpike Senior Revenue Indenture. For a discussion of the Commission's concentration of credit risk to particular issuers, see Note 4 to the Financial Statements.

The Investment Policy provides that appropriate benchmarks shall be developed for the various funds invested by the Commission and that the returns of the Commission's individual portfolio segments are to be compared to such benchmarks. Pursuant to the Investment Policy, the Commission's Investment Policy Committee must prepare an investment report for the Commissioners on a quarterly basis, including a management summary that provides a clear picture of the status of the current investment portfolio and transactions made over the latest reporting period. The report is to include investment performance and demonstrate conformity with the Investment Policy.

The Commission adopted three additional financial policies on April 20, 2004: a Liquidity Standard Policy; a Debt Management Policy; and an Interest Rate Swap Management Policy (the "***Swap Policy***"). These financial management policies were developed in recognition of the increasing financial sophistication of the Commission with respect to its debt structure and to provide guidance governing the issuance, management, ongoing evaluation and reporting of all debt obligations.

The Liquidity Standard Policy requires that the Commission maintain sufficient year-end fund balances to ensure levels of uncommitted reserves necessary to secure and protect its long- term debt and other financial obligations. Under this policy, the Commission budgets and maintains cumulative fund balances, including balances in the Reserve Maintenance Fund and the General Reserve Fund, equal to the greater of maximum annual debt service on those bonds not secured by a debt service reserve fund or 10% of annual budgeted revenues.

The Debt Management Policy establishes parameters and provides guidance governing the issuance and management of Commission debt. It addresses such issues as usage of unhedged variable rate debt, rate covenants and limitations on additional bonds and disclosure. Notwithstanding the rate covenants in the Turnpike Senior Revenue Indenture (as hereinafter defined), the Commission's Debt Management Policy requires the Commission's management to maintain 2.0x debt service coverage on the Turnpike Senior Revenue Bonds, 1.3x debt service coverage on the Subordinate Revenue Bonds and 1.2x debt service coverage on the Special Revenue Bonds.

The Commission's Swap Policy establishes guidelines for the use and management of all interest rate management agreements, including, but not limited to, interest rate swaps, swaptions, caps, collars and floors (collectively, "***Swaps***") incurred in connection with the incurrence of debt. The Commission's Swap Policy was amended in October 2018 to reflect current regulations and best practices in the derivatives industry, particularly with respect to the selection requirements and on-going monitoring related to swap advisors.

The Swap Policy authorizes the Commission to use Swaps to hedge interest rate movement, basis risk and other risks, to lock in a fixed rate or, alternatively, to create synthetic variable rate debt. Swaps may also be used to produce interest rate savings, limit or hedge variable rate payments, alter the pattern of debt service payments, manage exposure to changing market conditions in advance of

anticipated bond issues (through the use of anticipatory hedging instruments) or for asset/liability matching purposes.

At least annually, the Commission, in consultation with the Commission's Swap Advisor and legal counsel, must evaluate the risks associated with outstanding Swaps and provide to the senior executives and the Commissioners a written report of the findings based upon criteria set forth in the Swap Policy.

The Commission has also adopted additional financial policies related to post issuance compliance procedures and continuing disclosure.

The Tax-Exempt Debt, Build America Bonds and Other Tax-Advantaged Debt Post- Issuance Compliance Policies and Procedures (the "***Post Issuance Compliance Policy***") became effective on December 21, 2011, and implemented various policies and procedures to ensure that the Commission complies with all applicable federal tax rules related to its tax-exempt debt, Build America Bonds and other tax-advantaged debt issuances. Among other items, the policy requires compliance with all applicable federal tax documentation and filing requirements, yield restriction limitations, arbitrage rebate requirements, use of proceeds and financed projects limitations and recordkeeping requirements.

The Continuing Disclosure Policy was adopted by the Commission on February 2, 2016, and applies to all publicly offered Commission municipal securities that are subject to federal securities laws and/or continuing disclosure agreements. The policy requires the Commission to comply with all applicable securities laws, satisfy in a timely manner all contractual obligations undertaken pursuant to continuing disclosure agreements or otherwise, and to adhere to best practices for disclosure. The policy also requires the development, establishment and implementation of written procedures necessary to implement the Continuing Disclosure Policy, identifies key Commission participants responsible for disclosure, defines the role of Commission Disclosure Counsel and addresses training and document retention related to disclosure obligations.

Copies of the Commission's Investment Policy, Liquidity Standard Policy, Debt Management Policy, Swap Policy, Post Issuance Compliance Policy and Continuing Disclosure Policy can be found on the Commission's website at: https://www.paturnpike.com/about-us/policies-standards/policy-letters. [18]

The policies of the Commission described above may be revised or amended at any time at the discretion of the Commission.

Personnel and Labor Relations

As of September 1, 2026, the Pennsylvania Turnpike Commission employed a total of 1,411 persons, consisting of 505 management and supervisory union employees and 906 full-time non-supervisory union employees. Fifty four percent (54.2%) of all employees are engaged in maintenance operations across 23 maintenance sections. The Commission currently employs 1,127, or 44.4% fewer employees than it did at the peak employment year of 2002.

The Commission has three Labor Agreements and one Memorandum of Understanding (MOU) with the Teamsters. The Local 77 and 250 Field Agreement and the Local 77 Central Office

[18] The information contained on such website link is not incorporated by reference in this Appendix A.

Agreement are effective from December 5, 2023, to September 30, 2027. The Local 30 Non-Supervisory Professional Agreement is effective October 1, 2023, to September 30, 2027. The Local 30 Supervisory MOU is in place and is negotiated as needed.

Retirement Plan

The State Employee's Retirement System of the Commonwealth ("***SERS***") is one of the nation's oldest and largest statewide retirement plans for public employees. SERS administers both a defined benefit plan and a defined contribution plan. The defined benefit plan is funded through a combination of employee contributions, employer contributions and investment earnings. The defined contribution plan (Commonwealth of Pennsylvania Deferred Compensation Program) is funded by voluntary employee contributions and investment earnings.

Substantially all employees of the Commission are covered by SERS. The costs of the defined benefit plan are paid by the Commission quarterly based upon a stipulated contribution rate. Participating agency contributions, including those for the Commission, are mandated by statute and are based upon an actuarially determined percentage of gross pay that is necessary to provide SERS with assets sufficient to meet the benefits to be paid to SERS members.

Article II of the Pennsylvania Constitution provides the General Assembly with the authority to establish or amend benefit provisions. Act 2001-9, signed into law on May 17, 2001, established Class AA ("***Class AA***") membership whereby, generally, annual full retirement benefits for electing active members is 2.5% of the member's highest three-year average salary (final average salary) multiplied by years of service. Commission employees hired after June 30, 2001, but before January 1, 2011, are Class AA members. Members hired on or before June 30, 2001, had the option, but were not required, to elect Class AA membership.

Those members not electing Class AA membership are considered Class A ("***Class A***"). The general annual benefit for full retirement for Class A members is 2% of the member's final average salary multiplied by years of service. Retirement benefits for Class A and AA employees vest after 5 years of credited service. Class A and AA employees who retire at age 60 with three years of service or with 35 years of service if under age 60 are entitled to an unreduced annual retirement benefit.

On July 6, 2010, Pennsylvania Act 2010-46 was enacted which reduced the employer contribution rates for Fiscal Year 2010-2011, thus reducing the Commission's contribution rates for Fiscal Year 2010-2011 from 3.80% for Class A employees and 4.75% for Class AA employees to 3.29% for Class A employees and 4.11% for Class AA employees. This rate reduction was only for one year.

On November 23, 2010, Pennsylvania Act 120 of 2010 ("***Act 120***") was enacted. Under this legislation, effective January 1, 2011, benefit reductions are mandated for future SERS members; however, benefits for current members are preserved. New employees are subject to a higher contribution rate, an increase in the vesting period from five to ten years, elimination of lump-sum withdrawals, and an increase to the normal retirement age to obtain full, unreduced pension benefits. Rather than the current full benefit provision of 35 years of credited service, new employees' age and combined years of service must equal 92, including a minimum of 35 years of credited service, before they may receive full benefits. Act 120 established Class A-3 and Class A-4 memberships. Effective January 1, 2011, all new members to the System must elect one of these new membership classes. New members who elect Class A-3 will accrue benefits at 2% of their final average salary multiplied by years of service. Those members choosing Class A-4 will accrue benefits at 2.5% of their final

average salary multiplied by years of service. Under Act 120, retirement benefits for Class A-3 and A-4 vest after 10 years of credited service. Class A-3 and A-4 members who retire at age 65 with three years of service or when the member's age (last birthday) plus their completed years of credit service total at least 92 (Rule of 92) are entitled to an unreduced annual retirement benefit. Members hired prior to January 1, 2011, retain their current full benefit provision of 35 years of credited service.

On June 12, 2017, Governor Wolf signed Act 5 of 2017 ("***Act 5***") into law that fundamentally changed retirement options for most new Commission employees beginning January 1, 2019. Act 5 allowed current Commission employees/SERS members to opt-in to one of the three new options between January 1, 2019, and March 31, 2019.

Among other changes, Act 5 creates three new classes of service which include: two new hybrid defined benefit/defined contribution tiers ("***A-5***" and "***A-6***"); and a straight defined contribution plan ("***DC***") for SERS. The new classes of service apply to all Commission employees who first become SERS members on or after January 1, 2019. Benefit reductions and increased retirement ages are mandated for future SERS members. Beginning January 1, 2019, new A-5 employees will annually accrue benefits at a rate of 1.25% and A-6 employees will annually accrue benefits at a rate of 1.0%. A-5, A-6 and DC employees will be subject to different employee contribution rates for the defined benefit and defined contribution plans and the vesting period for the defined benefit portion will be ten years while the defined contribution portion vests after three years. Additionally, Act 5 increases the normal retirement age to obtain full, unreduced defined benefit pension benefits for new A-5 and A-6 employees to age 67 and it requires 35 years of service and utilizes the "Rule of 97" (i.e., years of service plus age equal or exceed 97). The final average salary used to calculate defined benefits will be the employee's five highest salary years. Employer contribution rates for the defined contribution plan for A-5, A-6 and 401(a)DC employees will be 2.25%, 2.0% and 3.5%, respectively.

Act 5 does not affect current Commission retirees' pension benefits, nor does it reduce benefits for Commission employees hired before January 1, 2019. Act 5 also provides special benefit enhancements for current A-3 and A-4 Commission employees who will be allowed to take certain lump sum withdrawals upon retirement. Additionally, A-3 and A-4 employee pension contribution rates will go down when SERS investment returns exceed return targets. This provision balances the current downside risk-sharing required of A-3 and A-4 members as required by Act 120.

For more information on SERS, including Act 120 and Act 5, see the SERS website at https://sers.pa.gov/Newsroom.html[19], https://www.sers.pa.gov/about-legislation.html[20], and the disclosure under the heading "Other State Related Obligations – Pensions and Retirement" in Exhibit B attached to the Official Statement for the Commonwealth's General Obligation Bonds, First Series of 2023, dated December 6, 2023, which may be found at the EMMA website at https://emma.msrb.org/P11619029-P11248114-P11672409.pdf.[21] **See also Note 10 to the Commission's Financial Statements and related Required Supplementary Information for more information on the Commission's pension liabilities.**

Covered Class A, Class AA, Class A-3, A-4, A-5, A-6 and 401(a)DC employees are required by statute to contribute to SERS at a rate of 5.00%, 6.25%, 6.25%, 9.30%, 8.25%, 7.5% and 7.5%, respectively, of their gross pay. Employees' contributions are recorded in individually identified

[19] The information contained on such website link is not incorporated by reference in this Appendix A.
[20] The information contained on such website link is not incorporated by reference in this Appendix A.
[21] The information contained on such website link is not incorporated by reference in this Appendix A.

accounts, which are also credited with interest, calculated quarterly to yield 4.00% per annum, as mandated by statute. Accumulated employee contributions and credited interest vest immediately and are returned to the employee upon termination of service if the employee is not eligible for other benefits.

Participating agency contributions, including those for the Commission, are also mandated by statute and are based upon an actuarially determined percentage of gross pay that is necessary to provide SERS with assets sufficient to meet the benefits to be paid to SERS members. The Commission's total required retirement contribution (for both defined benefit and defined contribution), as a percentage of covered payroll, by class for the most recent five (5) Fiscal Years of the Commonwealth, is as follows:

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Year Ended June 30 (Commonwealth's Fiscal Year)	Class A	Class AA	Class A-3	Class A-4	Class A-5	Class A-6	401(a)DC
2026	31.53%	39.96%	26.86%	26.86%	18.96%	18.96%	15.42%
2025	31.74	40.33	27.09	27.09	19.09	19.09	19.04
2024	32.24	41.09	27.60	27.60	19.65	19.65	19.60
2023	30.44	38.82	26.05	26.05	18.43	18.43	18.37
2022	29.98	37.46	25.90	25.90	19.93	19.93	19.88

The Commission's required contributions and percentage contributed for most recent five (5) Fiscal Years of the Commission are as follows:

Year Ended May 31	Commission Required Contribution (in millions)	Percent (%) Contributed
2026*	$36.4	100
2025	35.9	100
2024	35.2	100
2023	32.9	100
2022	31.4	100

*Preliminary/Unaudited

The preliminary/unaudited Fiscal Year 2026 SERS contributions are $36.4 million and the expected required contributions for Fiscal Year 2027 are $38.8. The Commission's Fiscal Year 2027 budgeted amount for pension expense is based on required contribution estimates that are based on budget estimates for salaries, employee pension classes, and approved SERS employer contribution rates.

A copy of SERS's annual financial statements may be obtained by writing to: State Employees' Retirement System, 30 North Third Street, P.O. Box 1147, Harrisburg, Pennsylvania, 17108-1147. Additional information about SERS, including its Comprehensive Annual Financial Reports and actuarial valuation reports, are available at http://www.sers.pa.gov .[22]

Act 120 also imposes limits referred to as "collars" on annual increases to employer contribution rates (i.e., the employer contribution rate for a particular year may not exceed the sum which results from adding the collar applicable for such year to the prior year's contribution rate). The collar for Commonwealth Fiscal Year 2015-2016 was 4.5% and no longer applies effective July 1, 2017.

At Fiscal Year ended May 31, 2025, the Commission reported a liability of $283.8 million for its proportionate share of the net pension liability. The net pension liability was measured as of

[22] The information contained on such website link is not incorporated by reference in this Appendix A.

December 31, 2024, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. See Note 10 to the Commission's Financial Statements for additional information on how such pension liability was calculated.

The Commission's preliminary Net Pension Liability at May 31, 2026, is $249.0 million which is the Commission's proportionate share of the Plan's Liability.

Other Post-Employment Benefit Liabilities

The Commission maintains another postemployment welfare plan program (the "***Plan***") for the purpose of providing benefits to eligible retirees and their dependents. The Plan is a single employer, defined benefit plan. The Plan's financial statements are not included in the financial statements of the public employee retirement system. The Plan issues a stand-alone financial report, which can be obtained by contacting the Commission's Accounting and Financial Reporting Department.

The Commission established the Pennsylvania Turnpike Commission Retiree Medical Trust (the "***Trust***") on May 30, 2008, as an irrevocable trust, tax-exempt under the Internal Revenue Code, to provide funding for the Plan. The Trust is administered by five trustees appointed by the Commission, who each serve two-year terms. The chairman and vice chairman of the Trust are appointed by the Trustees and serve two-year terms. PNC Bank, N.A. serves as custodian of the assets of the Plan. Disbursement of Plan assets are made by the custodian at the direction of the Trustees.

Plan benefit provisions and retiree and dependent contribution rates are established and may be amended by the Commission.

Management and Supervisory Union Employees/Retirees. The benefits funded by the Trust include certain post-employment medical, prescription drug, dental and vision benefits to management and supervisory union employees based upon their date of hire and years of service. Eligibility categories generally include:

- Employees hired before March 1, 2016, who have reached 20 years of service and are under age 60; benefit eligibility changes from 20 to 10 years for retirees 60 years of age or older. The last five years of service must be with the Commission.

- Employees hired on or after March 1, 2016, who have reached 30 years of service and are under age 60; benefit eligibility changes from 30 to 25 years for retirees 60 years of age or older. The last ten years of service must be with the Commission. (Some current and previous Commonwealth employees hired on or after this date would be grandfathered under the first eligibility category.)

The same coverage is provided to surviving spouses and dependents of management and supervisory union retirees who retired on or after March 1, 2001. Surviving spouses of retirees who retired prior to March 1, 2001, may purchase medical coverage at the group rate and dependents are offered coverage under the Consolidated Omnibus Budget Reconciliation Act (COBRA). Medicare Part B premiums are paid by the retiree, spouse or dependent if age 65 or over, or under age 65 and disabled.

Non-Supervisory Union Employees/Retirees. The Benefits also include certain post-employment medical and prescription drug benefits to non-supervisory union employees who have satisfied the eligibility requirements in the applicable collective bargaining agreement.

- For Local 30 Professionals who were hired prior to January 1, 2011, and Local 250 and 77 employees who were hired prior to January 27, 2016, the earlier of completion of 20 years of credited service or the later of attainment of age 60 and completion of 10 years of credited service. The last 5 years of credited service must be with the Commission.

- For Local 30 Professionals who were hired on or after January 1, 2011, and Local 250 and 77 employees who were hired on or after January 27, 2016, the earlier of completion of 30 years of credited service or the later of attainment of age 60 and completion of 25 years of credited service. The last 10 years of credited service must be with the Commission.

The same coverage is provided to spouses and dependents of eligible non-supervisory union retirees until the death of the retiree. Surviving spouses are required to contribute the full cost of coverage and dependents are offered coverage under COBRA.

In accordance with the pronouncements of the Governmental Accounting Standards Board ("***GASB***"), the Commission implemented GASB Statement No. 45, Accounting and Financial Reporting by Employers for Post employment Benefits Other Than Pensions during Fiscal Year 2008. GASB Statement No. 45 was superseded by GASB Statement No. 75, Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions. Statement No. 75 addresses accounting and financial reporting for OPEB that is provided to the employees of state and local governmental employers. Statement No. 75 establishes standards for recognizing and measuring liabilities, deferred outflows of resources, deferred inflows of resources, and expenses. The Commission adopted Statement No. 75 for its Fiscal Year ended May 31, 2019.

The Commission's Net OPEB asset was $173.5 million as of May 31, 2024. This asset was determined by an actuarial valuation as of May 31, 2023. Based on this valuation, the Plan's total OPEB liability was $386.2 million; the Plan's Fiduciary Net Position was $559.7 million resulting in a 145% funded status (Plan fiduciary net position as a percent of total OPEB liability) at the measurement date.

The Commission's Net OPEB asset was $202.7 million as of May 31, 2025. This asset was determined by an actuarial valuation as of May 31, 2024. Based on this valuation, the Plan's total OPEB liability was $394.4 million; the Plan's Fiduciary Net Position was $597.1 million resulting in a 151% funded status (Plan fiduciary net position as a percent of total OPEB liability) at the measurement date.

The Commission's preliminary Net OPEB asset is $199.6 million as of May 31, 2026. This asset was determined by an actuarial valuation as of May 31, 2025. Based on this valuation, the Plan's total OPEB liability was $423.7 million; the Plan's Fiduciary Net Position was $623.3 million resulting in a 147% funded status (Plan fiduciary net position as a percent of total OPEB liability) at the measurement date.

The Commission began making contributions to the Trust in Fiscal Year 2008 and adopted a Retiree Medical Trust Funding Policy, effective September 17, 2008. The Policy was revised on April, 4, 2023. In accordance with the Funding Policy, the Commission anticipates approving an annual operating budget that includes an annual contribution to the Trust. The Commission may take into consideration the following factors when establishing the OPEB contribution amount included in the annual operating budget: funded status of the Trust, estimated actuarially determined contribution ("***ADC***"), estimated service cost, current market conditions, OPEB expense projections, projected cash balances, and other pertinent factors.

The ADC for Fiscal Year 2026 and 2025 was $0 due to the funded status of the Plan. The Commission's preliminary OPEB contributions were $8.5 for Fiscal Year 2026 and the OPEB contributions were $9.0 million for Fiscal Year 2025. The Commission budgeted $9.6 million for the Fiscal Year ending on May 31, 2027. The contributions are to cover the current year OPEB service costs and to help maintain the 100+% funded status.

The Plan's financial statements are not included in the financial statements of the Commission. For additional information regarding the Benefits and the Plan, including funding status and actuarial methods and assumptions, see Note 13 to the Commission's Financial Statements.

Insurance

The Commission maintains All-Risk Property, Builder's Risk, Unmanned Aircraft Systems, Public Official bonds, Cybersecurity, Crime and Fiduciary insurance coverage and is self-insured for Workers' Compensation, Auto Liability, and General Liability claims.

For capital projects, the Commission maintains Builders' Risk insurance that covers buildings and structures, including temporary structures, while being constructed, erected or fabricated on Commission property. This insurance provides coverage against risk of physical damage and/or loss (subject to policy exclusions) to all buildings and structures during construction. Upon completion, a project is then covered under an All-Risk insurance policy that has a $200 million per occurrence policy limit. See "CAPITAL IMPROVEMENTS – Condition of Turnpike System – *Structures; Status of Delaware River Bridge*" herein.

Deductibles range in amount depending on the line of coverage and the nature of the claim. For bridges, tunnels, overpasses, underpasses and viaducts, the deductible is $10 million. For buildings (including contents), toll plazas and equipment, warehouses and similar facilities, the deductible is $1 million. The Commission's All Risk Insurance policy also includes loss of income coverage subject to a seven-day waiting period.

Certain pre-specified construction projects are insured under an "Owner Controlled Insurance Program" until completion. Under these programs, the Commission, contractors and subcontractors are insured for Workers' Compensation, General Liability, Builder's Risk and other project-specific insurance with limits and large deductibles varying by project.

Performance Audit by the Auditor General

The Enabling Acts require the Auditor General of the Commonwealth to conduct an audit of the accounts of the Commission and to review its performance, procedures, operating budget, capital budget and debt every two years. The Act of October 23, 1988, P. L. 1059, No. 122 ("***Act 122***") also requires the Auditor General to conduct a financial audit and a compliance audit of the Commission every four years.

On August 14, 2026, Auditor General Timothy L. DeFoor issued a final report presenting the results of the statutorily required performance audit of the Commission under Act 44 and Act 122. The report is dated July 16, 2026 (the "***August 2026 Performance Audit***").

The performance portion of the audit covered the period from June 1, 2022 through May 31, 2025, with updates through July 9, 2026. The Auditor General's office did not conduct its own multi-year financial statement audit, but reviewed the financial audit reports and working papers of the independent CPA firm that audited the Commission's financial statements for the Fiscal Years ended May 31, 2022 through and including 2025, and performed additional procedures relating to the Commission's operating and capital budgets and debt.

The performance audit had two objectives: (1) to determine if the Commission's revenue collections are meeting projected toll revenue expectations in order to meet its payment obligations and planned capital improvement projects; and (2) to evaluate the Commission's toll-collection processes, including E-ZPass, TBP and the PA Toll Pay app, determine the amounts of paid and unpaid tolls and assess whether available enforcement mechanisms are being properly used to collect unpaid tolls.

The August 2026 Performance Audit presented five findings and 19 recommendations, including 12 directed to the Commission, two directed solely to the Pennsylvania General Assembly and five directed jointly to the Commission and the General Assembly. The five findings are as follows:

Finding 1. The Commission continues to face significant challenges to raise toll revenue to make future payments to PennDOT under the Act 44/Act 89 financial structure, associated debt payments and capital contributions. The Auditor General reported that the Commission will pay PennDOT a total of $9.65 billion through 2057 under Act 44, as amended by Act 89; that it had paid $8.05 billion as of May 31, 2025; and that it had recorded approximately $4.38 billion of interest expense through Fiscal Year 2025 on debt used to fund those payments. The Auditor General also concluded that the Commission appeared able to meet its debt payments over the next 20 years if the conditions assumed in the Commission consultants' reports remain consistent, but noted the inherent uncertainty of traffic and toll-revenue projections and unforeseen circumstances.

With respect to Finding 1, the August 2026 Performance Audit recommended that the Commission ensure that traffic projections used to forecast toll revenue are conservative and realistic; evaluate revenues and operating expenses for ways to increase revenues and reduce costs; evaluate ways to increase passenger-car and commercial use of the Turnpike; and continue to analyze and manage its debt. It also recommended that the General Assembly establish a task force to develop and enact legislation to mitigate the Commission's debt, ensure that the $50 million annual Act 44/Act

89 payment to PennDOT is not increased, and consider reducing or eliminating that annual payment. See "COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS – Other Obligations" herein for more information.

Finding 2. Toll increases driven by Act 44/Act 89 continue to burden travelers, while the reduction of the annual Act 44/Act 89 payment to PennDOT from $450 million to $50 million has improved the Commission's credit rating and allowed it to invest capital funds in Turnpike improvements beyond maintenance. The Auditor General stated that annual toll increases of 3.5% in 2027 and 3% in 2028 through 2055 could cause motorists to seek alternative routes, negatively affecting revenues and the Commission's ability to meet its Act 44/Act 89 debt obligations. The August 2026 Performance Audit recommended that the Commission continue to explore alternative revenues, other than toll increases, and reductions in operating expenses.

Finding 3. The implementation of ORT in January 2025 affected passenger and commercial toll rates, resulting in a mix of increases and decreases compared with 2024 rates. The report noted that the ORT formula, which bills motorists by vehicle height, number of axles, a flat per-mile rate and a fixed per-gantry fee, aligns the Turnpike with industry standards. The August 2026 Performance Audit recommended that the Commission continue to evaluate ORT results to ensure that its implementation remains revenue-neutral, as intended.

Finding 4. Uncollected tolls continue to increase due to non-payment by both in-state and out-of-state travelers. The Auditor General reported that the Commission's Revenue Assurance Plan Metrics Report for June 2024 through May 2025 reflected an unaudited $229.1 million of unpaid TBP transactions that did not generate revenue, referred to in the report as "leakage," and cited increased bad-debt expense and uncollected and unbillable tolls since implementation of all-electronic tolling in June 2020. The August 2026 Performance Audit recommended that the Commission offer additional payment options, increase cash-payment locations, seek increased enforcement concerning obstructed or unreadable license plates and continue to work with PennDOT concerning unavailable motorist addresses. It also recommended that the Commission and General Assembly work together to authorize alternative toll-invoice delivery methods, including electronic delivery, and to increase penalties for intentional license-plate obscuring to evade tolls.

Finding 5. The Commission must continue to seek new methods to collect tolls from travelers. The Auditor General found that the toll-collection enforcement measures implemented since the prior September 2022 Performance Audit had not resulted in collection of outstanding tolls to the extent intended. The report noted that, as of May 31, 2025, Pennsylvania motorists whose vehicle registrations had been suspended and who had not responded to resolve outstanding toll amounts owed $69.0 million in tolls and fees. The August 2026 Performance Audit recommended that the Commission monitor the performance of its two collection agencies and continue pursuing interstate reciprocity agreements. It also recommended that the Commission and General Assembly develop comprehensive legislation to strengthen toll-collection enforcement mechanisms and other collection methods, and explore reporting toll debt to credit-reporting agencies.

The August 2026 Performance Audit also addressed the prior audit finding concerning toll-free employee travel. It reported that the Commission's policy allowing toll-free employee travel continued during the current audit period and that the amount of employee toll-free travel increased to $3.79 million for the three-year period. The report noted that the Commission revised its policy

effective February 3, 2026 to add audit controls and disciplinary measures for employees who fail to maintain current account information, but the revised policy does not limit employee toll-free travel.

The full text of the Department of Auditor General's final report and the Commission's response may be found on the Auditor General's website at: https://paauditor.b-cdn.net/wp-content/uploads/spePTC081426.pdf.[23]

Commission Compliance

The Commission's activities regarding compliance are centered in the various offices such as: Internal Audit Services, Advisory Services, Legal, Finance/Professional Services Procurement and Opportunity and Outreach. The Commission's Legal Department provides the Code of Conduct trainings, and the Commission's Opportunity and Outreach Department with the Finance/Professional Services Procurement unit work together to provide the Business Conduct Guidelines trainings to all Commission employees, construction contractors, and vendors, consultants and other business partners in the construction services sector, and develop and manage a comprehensive audit program that examines and promotes the adequacy and effectiveness of the Commission's internal control systems.

Labor Relations Investigative Unit

The Labor Relations Investigative Unit ("***LRIU***"), formerly the Office of Special Investigations, conducts numerous investigations of fraud, waste, abuse and misconduct. Among other things, LRIU's responsibilities include processing grievances, reviewing disciplinary action requests, and developing and coordinating the contract administration of the Commission's three collective bargaining agreements and one memorandum of understanding.

Governance and Operational Factors

The following information contained in this section describes certain elements of the Commission's operations. The information under this subheading is not exhaustive and should be evaluated considering the entirety of the information regarding the Commission, the System, and the Commission's finances and operations set forth in this Appendix A and the forepart of this Official Statement. For information regarding the Commission's long term and strategic planning regarding sustainability and capital and asset management see "THE COMMISSION – Long Term and Strategic Planning" above.

Stormwater Mitigation. The Turnpike System consists of over 2,400 lane miles of roadways throughout the Commonwealth which either directly or indirectly discharge stormwater runoff. For decades, the Commission has taken numerous steps to better control stormwater runoff as well as to limit impurities in runoff across the System. In 2020, the Commission, developed its current Stormwater Asset Management Program to provide a centralized, common operating platform to support infrastructure inspection and evaluation, work order development and tracking, and reporting for all Commission-owned stormwater assets and features. The Commission installs and maintains Stormwater Control Measures ("***SCMs***") to control stormwater runoff from the System and the Commission's supporting facilities. These SCMs are engineered structures or devices designed to

[23] The information contained on such website link is not incorporated by reference in this Appendix A.

slow down, hold, infiltrate, and/or treat stormwater runoff before it enters waterbodies and groundwater.

The Commission's efforts to reduce pollutants in stormwater during construction activities is achieved through its erosion and sedimentation control measures, and in a perpetual manner through post-construction stormwater management. To mitigate the impacts of sediment entering waterways during construction, erosion and sedimentation best management practices are implemented and maintained throughout the course of construction until the vegetative cover is restored, and erosion potentials have diminished. Through its post-construction storm management measures, the Commission develops and implements plans for mitigating increased stormwater runoff from impervious surfaces.

The Commission also meets regularly with executives of both DEP and PennDOT to discuss issues, define direction and explore future collaborative initiatives regarding stormwater.

Extreme Weather and Climate Resiliency Report. In July 2022, the Commission released the Extreme Weather and Climate Resiliency Report which reflected a comprehensive assessment of the Commission's internal planning, operations, best management practices related to extreme weather events such as flooding, blizzards, hurricanes, and heatwaves, and opportunities to further improve preparedness and responsiveness to create a more resilient System. The assessment concluded that the Commission is prepared for extreme weather events based on its efforts to improve agency coordination and planning for extreme weather events, and implementation of effective strategies and technology solutions.

Electric and Alternative Fuel Vehicles. Since 2005, the Commission has been involved in various efforts to support and deploy clean and environmentally friendly vehicles. The Commission obtained propane powered vehicles for every maintenance shed and provided each maintenance shed with a propane vehicle fueling station.

The Commission currently has an agreement with Blink Charging, Co., to provide electric vehicle charging stations at the following service plazas: New Stanton, Oakmont, King of Prussia, Bowmansville and Peter J. Camiel. Additionally, through Applegreen's partnership with Tesla, 48 Tesla superchargers were installed at six service plazas: North Somerset, South Somerset, Peter J. Camiel, Bowmansville, North Hickory Run and South Hickory Run.

The Commission has entered into an agreement with Applegreen Electric for the deployment of an additional 80 DC fast chargers across the System. In September 2023, PennDOT announced the award of the Commonwealth's first round of funding through the FHWA's National Electric Vehicle Infrastructure program, which includes an award to Applegreen Electric to fund a portion of the new fast charging stations. On December 22, 2025, the first EV station opened located at the Blue Mountain Service Plaza at Exit 202 westbound.

The Commission remains actively engaged in efforts to provide additional EV charging opportunities across the entire System.

The Commission is also focused on decreasing greenhouse gas emissions from the Commission's fleet of vehicles. This has been accomplished through the introduction of federally mandated emissions on dump trucks including exhaust gas recirculation, and diesel exhaust fluids.

To decrease idle time emissions, dump trucks were upfitted with idle free systems to keep the cab and certain components warm to prevent long idle times. The Commission previously piloted two different compressed natural gas vehicles within its fleet, with limited success. The Commission plans to incorporate an electric vehicle pilot program for a portion of the Commission's passenger car fleet.

Renewable Energy. Further to its sustainability efforts, the Commission has designed and constructed a microgrid at its Greensburg maintenance shed which is expected to eliminate both energy and demand charges for electricity at the facility. This project combines natural gas and solar array to supply all power needs to the facility and any excess power will go back to the grid; generating additional revenue for the Commission. The project became operational in January 2023. The Commission is designing and will construct additional microgrids and solar projects at various facilities.

Green and Automated Buildings. The Commission works to ensure that each of its new buildings is designed using LEED certification, with the Commission's Central Administration Building being the first large building project incorporating LEED principles. Five of the Commission's facilities hold either a silver or gold LEED certification. The Commission's use of LEED projects is intended to maximize the use of locally sourced sustainable materials and provide the most environmentally friendly and energy efficient heating ventilation and air conditioning ("***HVAC***") systems possible. Other elements of LEED design leveraged by the Commission include daylighting, rainwater collection and reuse for toilet water and truck washing water, waterless urinals, and the most efficient LEED lighting systems with sophisticated controls that automatically dim the lights when bright sunlight is available and turn the lights off when the space is unoccupied.

The Commission also utilizes Building Automation Systems ("***BAS***") as a remote monitoring and early problem warning system. BAS monitoring is tailored and includes HVAC, water, lighting, commercial power and emergency generator operation, and serves as the first line of defense against leaks and malfunctioning equipment. BAS also aides in the reduction of energy by scheduling hours of use and maintaining temperature ranges throughout the facility.

PTC Impact Council. The council is a voluntary, employee-led resource group made up of employees from various departments across the Commission. The PTC Impact Council collaborates to review practices, policies, and procedures to ensure that they do not contribute to inequities and is committed to promoting a more collaborative and inclusive environment within the Commission.

Cybersecurity. The Commission and many of its vendors and contractors are dependent on information and computing technology to conduct general business operations, including toll transactions, toll collections, and customer account services. While to date the Commission has not experienced a materially disruptive cybersecurity threat, computer hacking, cyber-attacks or other malicious activities directed at the Commission's information systems or those of its vendors or contractors, could disrupt Commission services or cause physical or financial harm to the Commission, in the future. Further, cybersecurity breaches such as leakage or loss of confidential or proprietary data and failure or disruption of information technology systems could materially and adversely affect the Commission's reputation, which could lead to significant outlays and decreased performance that insurance may not cover.

The Commission has a robust cybersecurity framework that leverages multiple layers of protection including edge and internal firewalls, an intrusion prevention system, security incident and event management, multi-layered anti-virus, malware protection and spam filters. The Commission performs regular security patching and regular internal and external vulnerability scans. Periodic security assessment and penetration testing is performed regularly by qualified third parties.

The Commission has purchased and implemented cybersecurity awareness training and simulated phishing attacks, and has published third-party security requirements that define general security requirements, requirements for vendors providing hosting cloud-based systems, and requirements for vendors providing on-premises systems or devices physically connected to the Commission's networks. All Commission employees are required to complete annual information technology security training and phishing simulation campaigns are performed regularly. Additionally, the Commission has purchased cyber insurance which also provides immediate access to third party forensic investigation experts to assist the Commission with any data or system breaches.

Although the Commission devotes significant resources to maintain and regularly upgrade its systems and processes that are designed to protect the security of its computer systems, software, networks and other technology assets and the confidentiality, integrity and availability of information belonging to customers, there is no assurance that all these security measures will provide absolute security or prevent the risk of the Commission's finances or operations being negatively impacted by a cybersecurity threat directed at one of the Commission's vendors or contractors. These risks may increase in the future as the Commission continues to utilize AET, mobile payments and other internet-based applications both internally and externally. A successful cybersecurity attack on the Commission or one of its vendors or contractors, could have a material adverse effect on the financial condition and/or the operations of the Commission.

See "INVESTMENT CONSIDERATIONS – Cybersecurity Threats" in the forepart of this Official Statement.

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APPENDIX B

AUDITED FINANCIAL STATEMENTS FOR FISCAL YEARS ENDED MAY 31, 2025 AND 2024

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PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania



Annual Comprehensive Financial Report
Fiscal Years Ended May 31, 2025 and 2024
With Report of Independent Public Accountants

Prepared by:
Accounting & Financial Reporting Department
Finance Department

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PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Annual Comprehensive Financial Report
Fiscal Years Ended May 31, 2025 and 2024

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INTRODUCTORY SECTION

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Pennsylvania Turnpike Commission
PO Box 67676
Harrisburg PA 17106-7676
717.939.9551

October 7, 2025

To the Commissioners and Bondholders of the Pennsylvania Turnpike Commission:

Introduction

The annual comprehensive financial report (ACFR) of the Pennsylvania Turnpike Commission (Commission) for the fiscal year ended May 31, 2025, is hereby submitted. The Commission covenants in the Senior Indenture that it will cause an annual audit to be made of its books and accounts of each fiscal year by an independent certified public accountant. A copy of such audit shall be filed with the Trustee promptly after the receipt by the Commission for such purpose.

Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests with the Commission. To the best of our knowledge and belief, the enclosed data are accurate in all material respects and are reported in a manner designed to present fairly the financial position, changes in financial position, and cash flows of the Commission. All disclosures necessary to enable the reader to gain an understanding of the Commission's financial activities have been included. Management's discussion and analysis (MD&A) immediately follows the independent auditor's report and provides a narrative overview and analysis of the basic financial statements. The MD&A complements this letter of transmittal and should be read in conjunction with it.

The Commission was created as an instrumentality of the Commonwealth of Pennsylvania (Commonwealth) on May 21, 1937, with powers to construct, operate, and maintain the Turnpike System, and to issue Turnpike revenue bonds, repayable solely from tolls and other Commission revenues. The Commission is considered a discretely presented component unit of the Commonwealth of Pennsylvania. The Commission is composed of five members, one of whom is the Commonwealth of Pennsylvania's Secretary of Transportation. The others are appointed by the Governor with the advice and consent of a two-thirds majority of the Senate.

The Pennsylvania Turnpike Commission (the Employer) maintains an other postemployment welfare plan program (the Plan) for the purpose of providing non-pension other postemployment benefits (OPEB) for employees who meet the age and service requirements outlined in the Employer's plan documents. In accordance with GASB Statement No. 84, *Fiduciary Activities*, the Plan is a fiduciary component unit of the Commission.

The financial statements of the Commission's business-type activities (enterprise fund) and fiduciary activities (fiduciary fund) have been prepared in conformity with accounting principles generally accepted in the United States (U.S. GAAP) as applied to government units. The Commission's enterprise and fiduciary fund financial statements (the financial statements) are presented on the accrual basis of accounting.

Turnpike System

As of May 31, 2025, the Turnpike System is composed of:

- the 359-mile Turnpike Mainline traversing the southern portion of Pennsylvania from east to west;
- the 110-mile north/south section identified as the Northeast Extension;
- the approximately 16-mile north/south connection, known as the Beaver Valley Expressway, which intersects the Turnpike Mainline in the southwestern portion of the Commonwealth;
- the approximately 13-mile Amos K. Hutchinson Bypass, which adjoins the Turnpike Mainline near the New Stanton Interchange;
- the completed portion of the Mon/Fayette Expressway project totaling approximately 48 miles;
- a six-mile section of the Southern Beltway from PA 60 to US 22; and
- a 13-mile section of the Southern Beltway between U.S. 22 and Interstate Route 79, which opened on October 15, 2021.

The Turnpike Mainline connects with the Ohio Turnpike at its western terminus and with the New Jersey Turnpike at its eastern terminus. The Turnpike Mainline commences on the eastern boundary of Pennsylvania at the Delaware River Bridge which connects the Turnpike System to the New Jersey Turnpike. A barrier toll, based on the vehicle's number of axles and regardless of distance traveled, is paid at the Delaware River Bridge for those vehicles traveling westbound. Open Road Tolling is utilized from the Delaware River Bridge to gantry T-291 located east of the Reading Interchange (see Open Road Tolling section for further discussion). The closed toll system, based on axles, height and distances traveled, begins at gantry T-291. The Turnpike Mainline traverses the state in a westerly direction generally paralleling the southern border of the state immediately north of Philadelphia and south of Harrisburg to the vicinity of Somerset. West of Somerset, the highway follows a northwesterly direction to the northeast of Pittsburgh and to the Ohio state line, south of Youngstown, Ohio. A barrier toll, by vehicle's number of axles and regardless of distance traveled, is paid at the western most interchange (Gateway) for those vehicles traveling eastbound. The closed toll system begins approximately 30 miles from the Ohio state line at Warrendale.

The Northeast Extension is approximately 110 miles in length and connects the Turnpike Mainline and the area north of Scranton. The Northeast Extension meets the Turnpike Mainline at a point north of Plymouth Meeting and traverses the eastern portion of Pennsylvania in a northerly direction through Allentown and Scranton to its northern terminus where it connects with U.S. Route 6 and Interstate Route 81. Open Road Tolling is utilized for the entire Northeast Extension (see Open Road Tolling section for further discussion).

For additional information, see discussion of the Mon/Fayette Expressway and Southern Beltway in the Capital Improvements Program section of this letter.

The Turnpike System was constructed prior to the development of the National Interstate Highway System and no Federal Highway Trust Fund monies were utilized in the initial construction of the Turnpike Mainline, Northeast Extension, Beaver Valley Expressway or the Amos K. Hutchinson Bypass section of the Turnpike System. However, portions of the Turnpike System have been

designated as Interstate Routes. The Turnpike Mainline has been designated as Interstate Route 276 (I-276) between the area where Interstate Route 95 (I-95) crosses the Turnpike System and the Valley Forge Interchange. With the September 2018 opening of the interchange connecting the Turnpike Mainline with I-95, the portion of the Turnpike Mainline east of the new interchange has been designated as I-95. The Commission received $241.9 million of federal funding for the I-95 portion of the Turnpike System. The portion of the Turnpike Mainline west of the Valley Forge Interchange to the western terminus at the Ohio state line has been designated as part of Interstate Route 76 (I-76). In addition, the Turnpike Mainline between the New Stanton and Breezewood Interchanges has been designated as part of Interstate Route 70 (I-70). The Northeast Extension has been designated as part of Interstate Route 476 (I-476). Portions of the Beaver Valley Expressway are designated as Interstate Route 376 (I-376).

The Turnpike System was constructed and opened to traffic in sections. The original Turnpike Mainline segment between Irwin and Carlisle was opened in 1940. Ten years later, in 1950, the 100-mile section between Carlisle and King of Prussia was completed and opened. After 1950, construction of new segments of the Turnpike System occurred at more frequent intervals with the Turnpike Mainline segment placed in service as of May 1956. The initial segment of the Northeast Extension between the Turnpike Mainline and the temporary interchange just south of the Lehigh Tunnel was opened in 1955. The final segment, from the temporary interchange to Scranton, was completed and opened for traffic in November 1957.

The Delaware River Bridge, which connects the Turnpike Mainline with the New Jersey Turnpike System, is owned jointly by the Commission and the New Jersey Turnpike Authority.

The Turnpike System has a total of 73 interchanges which connect it with major arteries and population centers along its 565-mile traffic corridor. Thirty-six of the interchanges are located on the Turnpike Mainline, including Turnpike Mainline barriers at the New Jersey and Ohio state lines, and 11 interchanges are situated on the Northeast Extension. The additional 26 interchanges are located on the Beaver Valley Expressway, Amos K. Hutchinson Bypass, and completed segments of the Mon/Fayette Expressway and Southern Beltway.

All Electronic Tolling

On March 16, 2020, in response to the public health concerns resulting from the COVID-19 pandemic, the Commission moved to all-electronic toll (AET) collection, removed toll collectors from toll booths and transitioned to only utilizing Toll-By-Plate (TBP) and E-ZPass toll collection across the Turnpike System. Initially intended to be a temporary response to the impact of the COVID-19 pandemic, the Commissioners, on June 2, 2020, unanimously approved the permanent transition to AET collection operations.

TBP is supplemental to E-ZPass toll collections and utilizes technology where cameras read the license plates of all non-E-ZPass customers, as they pass through each toll plaza or gantry. The registered owner of the vehicle is then invoiced for the assessed tolls. Commencing January 3, 2021, the Commission began imposing an additional toll increase on Toll-By-Plate transactions equal to 45% of the toll that would otherwise be due to cover the additional costs to operate the Toll-By-Plate system versus E-ZPass and to account for partial non-payment of tolls (Revenue Leakage) associated with Toll-By-Plate. The additional 45% charge on all Toll-By-Plate transactions was implemented to encourage increased use of E-ZPass, offset additional operating costs associated with the TBP system and to offset estimated Revenue Leakage. The Commission continues to actively work to address Revenue Leakage due to AET through various initiatives that address customer behaviors and system improvement.

On January 5, 2025, the Commission fully transitioned away from weight-based toll classification to an axle and height under automated vehicle classification system that calculates tolls based on the vehicle's height plus the number of axles. The axle/height classification system has been utilized in eastern Pennsylvania at the Clarks Summit and Keyser Avenue tolling points on the Northeast Extension and also in western Pennsylvania on the Southern Beltway since the spring of 2018. Conversion of the entire Mainline to the axle/height classification provides customers more predictability while reflecting the classification systems of the other roadways they travel. This change eliminates the high costs associated with the maintenance and operation of the scales and increases traveler safety by minimizing the traffic disruption needed to service and replace the scales within the pavement.

With the partial conversion of the System to Open Road Tolling and the conversion of the entire System to an axle/height vehicle classification in January 2025, the Commission implemented a revised toll structure that results in TBP rates that are effectively double those for E-ZPass in order to provide continued coverage for the additional costs to operate the TBP system versus E-ZPass and to account for partial non-payment of tolls ("***Revenue Leakage***") associated with TBP.

Open Road Tolling

On January 5, 2025, the Commission transitioned its toll collection to Open Road Tolling (ORT) on trips east of Reading and on the entire Northeast Extension. ORT is a safer, more convenient way of travel for customers. It is a cashless, free-flowing mode of collecting tolls that operates without traditional toll booths. In an ORT system, tolls are charged electronically as customers drive at highway speeds passing beneath overhead structures, called gantries. The gantries are located between interchanges and contain the cameras and electronic readers required for toll collection. Gantry construction west of Reading is currently underway ahead of the scheduled January 2027 central and western launch on the Mainline. Until ORT fully launches statewide on the Mainline, tolls west of Reading where gantries are not yet operational will continue to be charged to a customer as an interchange-to-interchange trip like they were prior to ORT.

Although implementation of the ORT system has significantly altered the way in which relevant tolls are charged, there is expected to be no net revenue impact to the Turnpike System. Under the segment-based system there is a toll gantry between each interchange, and drivers will be charged a given rate at each gantry they pass through rather than one rate based on entry and exit points. As a result, the number of transactions on the ticket system will increase significantly although gross revenue is intended to remain unchanged on a system-wide basis. The segment-based system represents 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 portions of the Mainline where ORT is active eliminate the need for related toll plazas at interchanges, which will be removed and allow for free-flowing traffic like a traditional Interstate highway.

E-ZPass

The Commission has installed E-ZPass, a form of electronic toll collection, throughout the Turnpike System. The benefits of E-ZPass include enhanced safety and convenience for users of the Turnpike System, improved traffic flow and reduced congestion at the Turnpike System's busiest interchanges.

E-ZPass is available on the entire Turnpike System. In addition, Express E-ZPass lanes have been constructed at seven interchanges and permit E-ZPass customers to travel through the toll plaza at highway speeds. In addition, and as of August 2025, E-ZPass customers traveling in 19 other states that have implemented E-ZPass technology are able to use E-ZPass in those states.

Toll Violation Enforcement

To help ensure the collection of toll revenue due to the Commission, a Violation Enforcement System (VES) has been installed at all E-ZPass interchanges to identify violators (customers who travel through E-ZPass lanes and do not have E-ZPass) and motorists with problem tags that are unreadable. VES enables the Commission to collect appropriate tolls and other additional fees relating to violations. Act 89 and other statutory provisions governing VES and procedures for enforcement and collection provide for enhanced fare evasion measures and criminal penalties pertaining to E-ZPass violators. Under Act 89, motorists who commit or attempt to commit fare evasion on the Turnpike System shall have committed a summary offense and upon conviction, shall be fined a sum between $100 and $1,000 in addition to civil penalties that are already in place. Further, upon conviction, motorists who take affirmative action to evade a Turnpike System fare can be found to have committed a misdemeanor of the third degree, punishable by fines ranging from $3,000 to $6,500 (depending on the number of offenses), and imprisonment of not more than six months for a second offense.

Revenue generated from the additional fare evasion fines imposed by Act 89 is to be deposited in the Commonwealth's Motor License Fund rather than with the Commission; however, restitution for the full fare is paid to the Commission. Act 165 was signed into law in 2016 and subsequently amended, in relevant part, by Act 112 of 2022, which, among other things, allows for the suspension of vehicle registration for unpaid tolls. Specifically, the vehicle suspension process is triggered by the failure to pay four (4) or more violations or incurring unpaid tolls or administrative fees of $250. Act 112 also extended the statute of limitations for enforcing unpaid toll violations from three (3) years to five (5) years.

Additionally, Act 165 assists the Commission with the collection of unpaid out-of-state tolls by authorizing the Pennsylvania Department of Transportation (PennDOT) to enter into a reciprocity agreement for purposes of toll collection and enforcement penalties with another state or tolling entity. Effective September 11, 2018, PennDOT and the State of Delaware Department of Transportation, Division of Motor Vehicles (DelDOT) entered into the first reciprocity agreement under Act 165, generally providing that PennDOT and DelDOT will suspend or hold the registration of vehicle upon unpaid tolls, consistent with the laws and regulations of the other state, upon the request of such state.

In January 2018, the Commission began sending notices of possible vehicle registration suspensions under authority from Act 165 and in February 2018, PennDOT began suspending certain vehicle registrations. In April 2018, the Commission also began filing criminal charges against some of the largest toll violators for theft of services.

The Commission's Toll Revenue Enforcement unit (TRE) conducts all internal and external investigations including working with the local District Attorney's Offices in pursuing criminal prosecutions of the Commission's most egregious toll violators. Additionally, the Commission has initiated a pilot program with several local magisterial districts to bring civil cases for unpaid tolls. TRE's efforts are part of the Commission's coordinated toll collection and enforcement and fraud detection efforts.

Work Zone Safety

Signed into law on October 19, 2018, Act 86 of 2018 authorizes the Commission and PennDOT to conduct speed-enforcement operations inside active work zones (Enforcement Zones) using automated speed-enforcement systems and technology (Automated System). By its own terms, the speed-enforcement authorizations set forth in Act 86 expired after five years in February 2024. The Automated System is only used in active Enforcement Zones when proper notice is provided to motorists. The Automated System generates violation notices which are sent, via first class mail, to the registered owners of vehicles that travel 11 mph or more over the posted speed limit in an active Enforcement Zone. A registered owner's first-time violation receives a written warning, the second violation is a $75 fine and the third and all subsequent violations are a $150 fine. After a 60-day pre-enforcement pilot period, enforcement began on March 9, 2020. Fines collected pursuant to Act 86 are deposited into a restricted account established in the State Treasury and allocated by the Commission solely for improvement projects and countermeasures to improve the safety in work zones and on highways and to increase awareness of distracted driving and transportation enhancements.

On December 14, 2023, the Commonwealth enacted Act 38, which reauthorizes and permanently extends the Automated System in active work zones and is now known as the Work Zone Speed Safety Cameras (WZSSC) program. The same requirements listed in Act 86 were adopted in Act 38.

Long-Range Financial Planning Process

Annually, the Commission prepares an Operating Budget, a Ten-Year Capital Plan and an Act 44 Financial Plan.

The Operating Budget is an estimate of the expenses to maintain, support and operate the roadway and facilities for the next fiscal year. The fiscal year 2026 Operating Budget was approved for $459.7 million on May 6, 2025.

The Commission prepares a Ten-Year Capital Plan for its facilities and equipment (exclusive of Mon/Fayette and Southern Beltway projects), consisting of the Highway Program, the Technology Program, Fleet Equipment, and Facilities and Energy Management Operations, which it updates each year. All capital projects are reviewed and prioritized and the most critical and important projects necessary to maintain the Turnpike System in a state of good repair are pursued. The Capital Plan for fiscal year 2026 was adopted by the Commission on May 6, 2025. The adopted Capital Plan calls for an investment of $8.0 billion, net of federal reimbursements, over the coming decade.

The Act 44 Financial Plan is the Commission's long-range financial plan and incorporates the Operating Budget and the Ten-Year Capital Plan. This long-range financial plan reflects the Commission's commitment to operate and maintain its toll facilities, support a capital investment program at levels consistent with the adopted Ten-Year Capital Plan, and fully fund its Act 44/Act 89 Payments. At the same time, the financial plan assumes the Commission will maintain debt service coverage ratios of at least 2.00x on annual debt service for its Turnpike Senior Revenue Bonds, 1.30x on combined debt service for its Turnpike Senior Revenue and Subordinate Revenue Bonds, and 1.20x for all three of its revenue liens. In addition, a liquidity level equal to at least 10% of operating revenues is assumed to be maintained. These coverage and liquidity targets reflect the Commission's goal to maintain financial flexibility consistent with its credit ratings.

The Commission delivered to the Secretary of the Budget its Act 44 Financial Plan for Fiscal Year 2026 on May 30, 2025.

Capital Improvements Program

Act 61 Projects

In 1985, the General Assembly of the Commonwealth enacted legislation, which among other things, authorized and empowered the Commission to undertake the construction of new projects and to operate them as part of the Turnpike System. This legislation, known as the "Turnpike Organization, Extension and Toll Road Conversion Act," also known as Act 1985-61 (Act 61), included several groups of projects for the Turnpike System. Act 61 grouped the improvement and extension authorizations into four major groups of projects.

The initial group of projects included, among others, the following, a portion of which have been financed and completed with bond proceeds: the Beaver Valley Climbing Lane; the Downingtown Interchange; the Fort Washington, Willow Grove and Philadelphia Interchanges; the Mid-County Expressway Connection (Montgomery County); the Mon/Fayette Expressway and Southern Beltway; the Beaver Valley Expressway; the Amos K. Hutchinson Bypass [formerly the Greensburg (North-South) Bypass]; the Keyser Avenue Interchanges (Wilkes-Barre/Scranton Area); and an additional tube at the Lehigh Tunnel on the Northeast Extension.

Act 26 of 1991 made certain changes to Act 61 of 1985, by shifting priorities of certain projects and adding provisions regarding new projects. Act 26 also increased the Commonwealth's Oil Company Franchise Tax by 55 mills with 14% of such increase being dedicated to toll road projects under Act 61.

Act 3 of 1997 appropriated to the Commission annual allocations from the Commonwealth's Motor License Fund for the purpose of funding capital improvement projects authorized by Act 61.

Act 44 of 2007, P.L. 169, repealed Act 61 but provided that all activities initiated under Act 61 shall continue and remain in full force and effect and may be completed under Act 44.

Please refer to the MD&A (Events That Will Impact Financial Position section) and Note 11 (Commitments and Contingencies) for additional information regarding Act 44 and other related legislation and agreements.

Mon/Fayette Expressway and Southern Beltway

Four projects constructed as part of the Mon/Fayette Expressway are now in operation. One is an approximately six-mile toll road between I-70 and U.S. Route 40 in Washington County. This project was built by PennDOT and turned over to the Commission upon its opening in 1990. The second is an approximately twelve-mile section of toll road from I-68 near Morgantown, West Virginia, to Fairchance, Pennsylvania, which is located just south of Uniontown. The third project is an approximately sixteen-mile section of the Mon/Fayette Expressway from I-70 in Washington County to Pennsylvania Route 51 in Allegheny County, which opened in April 2002. The fourth is an approximately fifteen-mile section from Uniontown to Brownsville, including a 3,022-foot bridge over the Monongahela River, which opened to traffic in July 2012. These four contiguous projects, which total 48 miles from Morgantown, West Virginia to Pennsylvania Route 51 south of Pittsburgh, are now part of the Turnpike System.

On March 21, 2017, the Commission announced that it would stop engineering-design activities on the final 14-mile section of the Mon/Fayette Expressway, extending from Pennsylvania Route 51 to I-376 near Monroeville east of Pittsburgh, in light of the Southwestern Pennsylvania Commission's decision to table the project. On June 26, 2017, the Southwestern Pennsylvania Commission voted to add the final 14-mile segment of the Mon/Fayette Expressway to its long-range plan. This action will allow FHWA to approve changes to the environmental impact statement (EIS), a requirement for construction to commence. The current estimates to complete the final 14 miles of the Mon/Fayette Expressway to I-376 are in excess of $2.0 billion. An EIS re-evaluation was completed for the Mon/Fayette Expressway and approved by PennDOT and FHWA in 2019. Final design is now proceeding on the 14-mile southern section of the Mon/Fayette Expressway. The initial portions of the southern section have been bid and are under construction. The next portion will bid in late-2025. Subsequent portions will be evaluated as funding becomes available. When completed, the Mon/Fayette Expressway will extend from Interstate 68 in West Virginia to I-376 in Monroeville, which is east of Pittsburgh.

The Southern Beltway is to be constructed from the Mon/Fayette Expressway, near Finleyville, extending as part of a beltway south of Pittsburgh to I-376 at the Pittsburgh International Airport. It is comprised of three distinct projects: (1) the six-mile project from I-376 to U.S. 22 (also known as the Findlay Connector) which opened to traffic in October 2006; (2) the 13-mile project from U.S. 22 to Interstate 79 (I-79), which opened on October 15, 2021; and (3) the remaining Southern Beltway project, from I-79 to the Mon/Fayette Expressway, which received environmental clearance in May 2009.

I-95 Interchange

I-95 was completed in 1969 without an interchange connecting it to the Turnpike Mainline. Interstate travelers were required to either by-pass the Philadelphia area entirely or exit the interstate system and navigate a complex system of local roadways to access I-95 again in New Jersey.

The main objectives of the Interchange Project are to improve the linkage between I-95 and the Turnpike Mainline to create continuity in the interstate system, relieve congestion on local roads which are currently used by travelers to make the connection between I-95 and the Turnpike Mainline, create additional capacity on the Turnpike Mainline and I-95 to accommodate the transfer of traffic from the local roadway system, and improve travel times through the interchange area.

The first phase of the Interchange Project included preparatory work and construction of a portion of the interchange between I-95 and the Turnpike Mainline, including northbound I-95 to the eastbound Turnpike Mainline and westbound Turnpike Mainline to southbound I-95. This phase included construction of a new Turnpike Mainline toll plaza and a cashless tolling plaza westbound, which opened in January 2016. The first phase of the Interchange Project was completed and opened to traffic in September 2018. The portion of the Turnpike Mainline from the Interchange Project eastward to the Delaware River Bridge in Bucks County has been redesignated as I-95. The second phase of the Interchange Project will include the completion of the reconstruction and widening of the remaining interchange connectors. The construction of the first section is ongoing which will extend the reconstruction and widening of the Mainline approximately two miles west of the I-95 connection. The next section will be bid in the Spring of 2026. The third phase will be the construction of a new wider bridge over the Delaware River, referenced as the Delaware River Bridge (DRB), replacing the existing bridge. The Commission has completed an alternative analysis for the DRB. In coordination with FHWA, a Supplemental

Environmental Impact Statement will be required and will parallel the preliminary design for the replacement of the DRB. Funding for the initial design costs of the subsequent phases was included in the Fiscal Year 2025 Capital Plan. In collaboration with the New Jersey Turnpike Authority (NJTA), a grant application was jointly submitted in August 2024 for the federal Bridge Investment Program (BIP). The grant request was for $738.6 million which is 50/50 match and shared equally between NJTA and the Commission. A resubmission of the BIP application was made on June 16, 2025, and to date no selections have been announced.

Economic Outlook

Pennsylvania's economy reflects a mix of opportunities and challenges shaped by its diverse industries, strategic location, shifting demographics, and evolving governmental policies. The real gross state product (GSP) is expected to grow at an average annual rate of 1.5 percent through 2029. Personal income is expected to rise by 4.4 percent annually over the same period.

Pennsylvania's payrolls grew steadily in early 2024, with June seeing a 1.6 percent year-over-year increase, outpacing the national average. The health care and social services sector drove much of this growth, supported by gains in ambulatory care, social services, and nursing facilities. Leisure and hospitality also posted strong job increases, while public-sector payrolls remain below pre-pandemic levels. Construction employment held steady despite high costs and interest rates. Federal investments in infrastructure and industrial projects provided crucial support for the sector. The professional and technical services industry, led by advancements in AI, automation, and biosciences, is a key growth sector, with Pittsburgh emerging as an innovation hub fueled by the state's numerous high-quality research universities.

In the first half of 2024, Pennsylvania's labor force grew by nearly 100,000 jobs, a 1.5 percent increase compared to the previous year. This expansion supported job growth across various sectors, keeping unemployment steady in the mid-3 percent range. Unemployment is expected to rise in the out years. Long-term issues such as an aging workforce, slower population growth, retirements, and limited migration pose challenges. Rural counties continue to face population declines.

Home prices in Pennsylvania have risen in recent years due to limited inventory, but the pace of growth is slowing. In early 2024, the Federal Housing Finance Agency reported a 7.9 percent year-over-year increase in home prices, down from 8.1 percent in late 2023. Single-family home construction remains subdued, but multifamily developments and senior housing projects continue to grow.

Pennsylvania remains the nation's second-largest natural gas producer, primarily from the Marcellus Shale. However, growth in this sector has slowed, driven by a modest decline in natural gas production from previous years, as well as plateauing pipeline capacity and challenges in expanding infrastructure. Coal production, while still significant, continues to decline as demand wanes and energy policies shift. Nuclear energy also plays a vital role in the state's energy mix.

In 2023, Pennsylvania's exports hit a record $52.9 billion, led by chemicals, electronics, and machinery. Canada and Mexico remain the state's top trading partners. The strong export performance reflects Pennsylvania's robust manufacturing and high-tech industries, which continue to attract global demand.

Pennsylvania's central location and access to major ports drive its transportation and warehousing sectors. The state's proximity to major population centers, along with strong

infrastructure and connectivity, supports a booming logistics industry. E-commerce growth has further boosted demand for warehousing and delivery services, especially in areas like Allentown.

Internal Control

Management of the Commission is responsible for establishing and maintaining internal controls designed to ensure that the assets of the Commission are protected from loss, theft, or misuse and to ensure that adequate accounting data are compiled to allow for the preparation of financial statements in conformity with accounting principles generally accepted in the United States of America. The internal controls are designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that (1) the cost of a control should not exceed the benefits likely to be derived; and (2) the valuation of costs and benefits requires estimates and judgements by management.

Trust Indentures

Operations of the Commission are substantially controlled by the provisions of five separate Trust Indentures (collectively referred to as Indentures):

- A Senior Trust Indenture dated July 1, 1986, which was amended and restated as of March 1, 2001, as supplemented, between the Commission and U.S. Bank Trust Company, N.A., as successor Trustee;
- An Oil Franchise Tax Trust Indenture dated August 1, 1998, as supplemented, between the Commission and U.S. Bank Trust Company, N.A., as successor Trustee;
- A Registration Fee Revenue Trust Indenture dated August 1, 2005, between the Commission and U.S. Bank Trust Company, N.A., as successor Trustee;
- A Subordinate Trust Indenture dated April 1, 2008, as supplemented, between the Commission and Computershare Trust Company, N.A., as successor Trustee; and
- A Special Obligation Trust Indenture dated September 1, 2014, between the Commission and U.S. Bank Trust Company, N.A., as successor Trustee.

Accordingly, certain activities of the Commission are restricted by these Indentures.

As demonstrated by the statements included in the financial section of this report, the Commission continues to meet its responsibility for sound financial management and compliance with the Indentures.

Other Information

Awards

Government Finance Officers' Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Pennsylvania Turnpike Commission for its annual comprehensive financial report (ACFR) for the fiscal year ended May 31, 2024. This was the 37th consecutive year that the Commission has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized ACFR. The report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current ACFR continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

Independent Audit

The Trust Indentures require an annual audit of the Commission's financial statements be performed by independent certified public accountants. The accounting firm of SB & Company, LLC was engaged by the Commission to perform the audit for the fiscal year ended May 31, 2025. The independent public accountants' report on the financial statements is included in the financial section of this report.

Acknowledgments

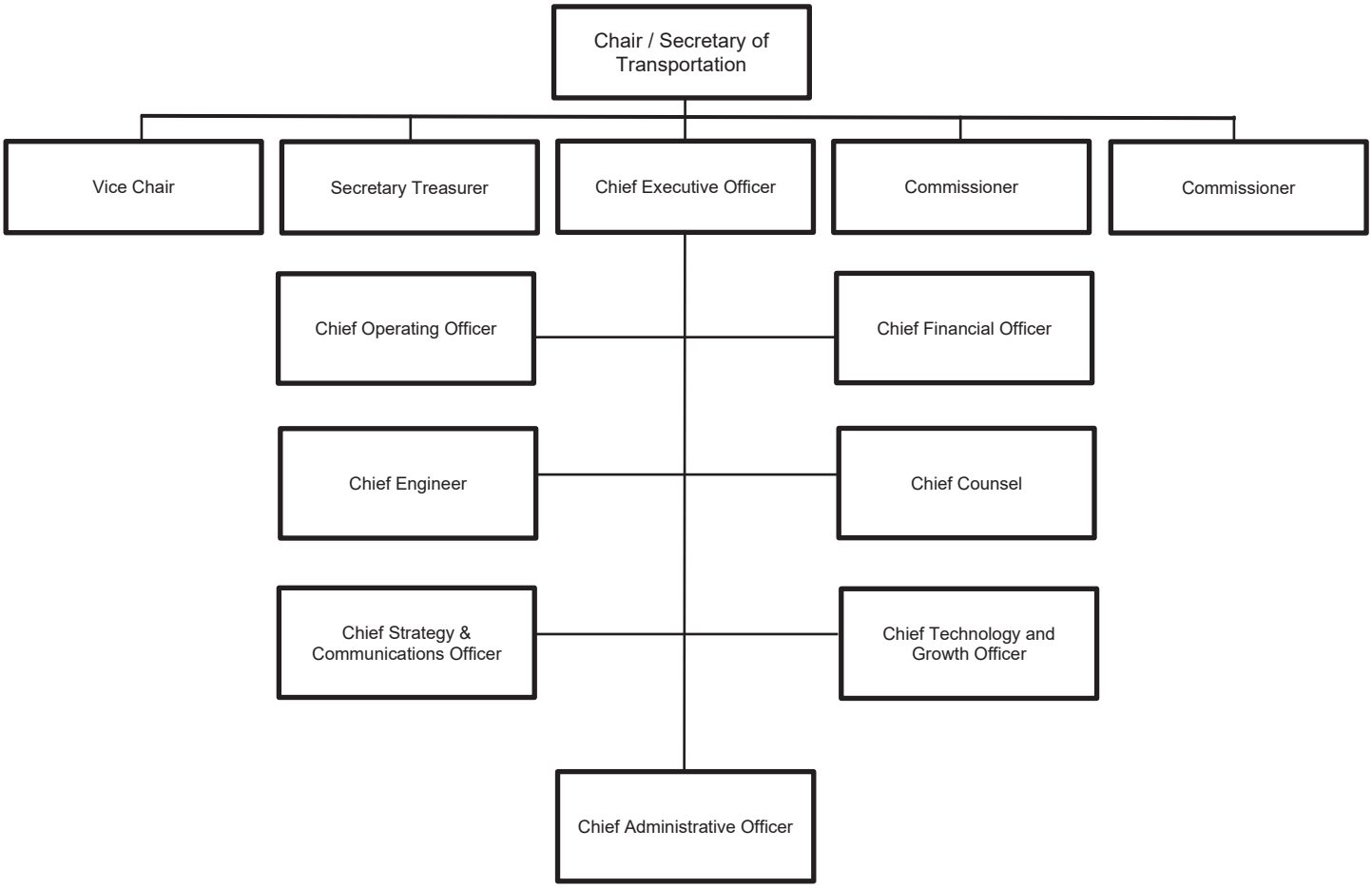
We wish to express our sincere appreciation to the staff of the Accounting and Financial Reporting and Finance departments whose time and dedicated effort made this report possible.

In addition, without the leadership and support of the Commissioners and executive staff of the Pennsylvania Turnpike Commission, preparation of this report would not have been possible.

Richard C Dreher

Digitally signed by Richard C Dreher
Date: 2025.10.07 16:05:09 -04'00'

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Organization Chart
As of May 31, 2025



PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
List of Principal Officials
As of May 31, 2025

Title	Name
Commission Chair / Secretary of Transportation	Michael Carroll
Commission Vice Chair	Pasquale T. Deon, Sr.
Commission Secretary Treasurer	Dr. Keith Leaphart
Commissioner	Sean F. Logan
Commissioner	Douglas Farnham
Chief Executive Officer	Mark P. Compton
Chief Operating Officer	Craig R. Shuey
Chief Financial Officer	Richard C. Dreher
Chief Engineer	Bradley J. Heigel, P.E.
Chief Counsel	Doreen A. McCall, Esq.
Chief Technology & Growth Officer	Robert J. Taylor, P.E., PTOE
Chief Strategy & Communications Officer	Kelli E. Roberts
Chief Administrative Officer	Sheri L. Herbst

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Pennsylvania Turnpike Commission

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

May 31, 2024

Christopher P. Morrill

Executive Director/CEO

FINANCIAL SECTION

Certified Public Accountants & Business Advisors
SBC

REPORT OF INDEPENDENT PUBLIC ACCOUNTANTS

The Commissioners
Pennsylvania Turnpike Commission

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the business-type activities and fiduciary activities of the Pennsylvania Turnpike Commission (the Commission), a component unit of the Commonwealth of Pennsylvania, as of and for the years ended May 31, 2025 and 2024, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and fiduciary activities of the Commission, as of May 31, 2025 and 2024, and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS). Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are required to be independent of the Commission and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

The Commission's management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, the Schedule of Commission's Proportionate Share of Net Pension Liability – Pennsylvania State Employees' Retirement System – Pension Fund, the Schedule of Commission's Contributions – Pennsylvania State Employees' Retirement System – Pension Fund, the Schedule of Changes in the Commission's Net OPEB Liability and Related Ratios, and the Schedule of Commission Contributions to the Other Postemployment Welfare Plan Program on pages 18 through 33 and pages 123 through 127 be presented to supplement the basic financial statements.

Certified Public Accountants & Business Advisors
SBC

Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's basic financial statements. The Section Information on pages 128 through 141 is presented for purposes of additional analysis and is not a required part of the basic financial statements.

The Section Information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Section Information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the Annual Comprehensive Financial Report. The other information comprises the introductory and statistical sections of the Annual Comprehensive Financial Report but does not include the financial statements and our auditor's report thereon. Our opinions on the financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon. In connection with our audit of the financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Philadelphia, Pennsylvania
October 7, 2025

SB & Company, LLC

The management of the Pennsylvania Turnpike Commission (hereinafter referred to as the Commission) offers this narrative overview and analysis of the Commission's business-type (enterprise fund) and fiduciary (fiduciary fund) activities for the years ended May 31, 2025 and 2024, which should be read in conjunction with the Commission's financial statements.

Financial Highlights

- On January 5, 2025, the Commission transitioned its toll collection to Open Road Tolling (ORT) on trips east of Reading and on the entire Northeast Extension. In addition to the transition to Open Road Tolling, the Commission converted its weight-based Vehicle Classification System to an Axle/Height Vehicle Classification System ("A/H") across the entire System. Although implementation of the ORT system, along with the conversion to an A/H system, has significantly altered the way in which relevant tolls are charged, there is expected to be no net revenue impact to the System.

Overview of the Basic Financial Statements

This Management's Discussion and Analysis (MD&A) is intended to serve as an introduction to the Commission's enterprise and fiduciary fund financial statements (the financial statements). While the Commission is considered a discretely presented component unit of the Commonwealth of Pennsylvania (Commonwealth), it is also an enterprise fund. Therefore, the Commission's financial statements are presented in a manner similar to a private-sector business and have been prepared according to accounting principles generally accepted in the United States of America (U.S. GAAP). All of the current year's revenues are recorded when earned and expenses are recorded as they are incurred, regardless of when the cash is received or disbursed.

The Statements of Net Position present information on all of the Commission's assets and deferred outflows of resources, liabilities and deferred inflows of resources, with the differences being reported as net position. Over time, increases or decreases in net position serve as a relative indicator of the change in financial position of the Commission.

The Statements of Revenues, Expenses, and Changes in Net Position show the result of the Commission's total operations during the fiscal year and reflect both operating and nonoperating activities and capital contributions. Changes in net position (increases or decreases) reflect current year activities and the impact on the overall financial position of the Commission.

The Statements of Cash Flows provide a detailed analysis of all sources and uses of cash. The direct method of cash flows is presented, along with a reconciliation of operating income to net cash provided by operating activities. The Statements of Cash Flows are divided into the following activities sections – operating, investing, capital and related financing, and noncapital financing.

Overview of the Basic Financial Statements *(continued)*

The Pennsylvania Turnpike Commission (the Employer) maintains an other postemployment welfare plan program (the Plan) for the purpose of providing non-pension other postemployment benefits (OPEB) for employees who meet the age and service requirements outlined in the Employer's plan documents. In accordance with GASB Statement No. 84, *Fiduciary Activities*, the Plan is a fiduciary component unit of the Commission. Fiduciary funds are used to account for resources held for the benefit of parties outside the Commission.

The Statements of Fiduciary Net Position present information on all of the Plan's assets, liabilities and fiduciary net position. Over time, increases or decreases in fiduciary net position serve as a relative indicator of the change in the financial position of the Plan.

The Statements of Changes in Fiduciary Net Position present information about the Plan's additions to, deductions from, and net increase (or decrease) in fiduciary net position. Changes in fiduciary net position (increases or decreases) reflect the current fiscal year's impact upon the overall financial position of the Plan.

Notes to the financial statements contain information and offer explanations to the financial statements. The notes are intended to assist the reader in understanding the Commission's financial statements.

Financial Analysis

Comparative Condensed Statements of Net Position

	May 31		
	2025	**2024**	**2023**
		(In thousands)	
Assets and deferred outflows of resources			
Current assets	$ 2,343,073	$ 2,391,139	$ 2,239,543
Noncurrent investments	939,095	824,356	1,037,627
Capital assets, net of accumulated depreciation/amortization	8,403,393	7,865,701	7,170,340
Other assets	274,655	247,510	178,831
Total assets	11,960,216	11,328,706	10,626,341
Total deferred outflows of resources	321,490	417,115	399,559
Total assets and deferred outflows of resources	12,281,706	11,745,821	11,025,900
Liabilities and deferred inflows of resources			
Current liabilities	1,159,632	1,247,630	1,284,002
Debt, net of unamortized premium	17,299,379	17,018,142	16,566,893
Net pension liability	283,823	296,572	331,574
Other noncurrent liabilities	65,402	57,542	108,645
Total liabilities	18,808,236	18,619,886	18,291,114
Total deferred inflows of resources	458,150	455,566	318,876
Total liabilities and deferred inflows of resources	19,266,386	19,075,452	18,609,990
Net position			
Net investment in capital assets	(1,274,378)	(1,328,484)	(1,470,936)
Restricted for construction purposes	183,604	279,321	320,558
Restricted for debt service	85,251	91,275	84,920
Restricted for OPEB	202,693	173,457	109,651
Unrestricted	(6,181,850)	(6,545,200)	(6,628,283)
Total net position	$ (6,984,680)	$ (7,329,631)	$ (7,584,090)

The Commission's total net position increased $345.0 million and $254.5 million for the fiscal years ended May 31, 2025 and 2024, respectively. This increase in net position is mainly the result of increased fare revenues and investment earnings offset by increases in cost of services and interest and bond expenses. See later paragraphs for more detail on the changes in revenues and expenses.

Restricted net position is restricted for construction projects and debt service as defined in Trust Indentures and applicable bond issue official statements. As the Employer of the OPEB Plan, the Commission's net OPEB asset is also considered restricted net position.

Financial Analysis *(continued)*

Comparative Condensed Statements of Net Position *(continued)*

The Commission's total assets and deferred outflows of resources increased by $535.9 million in fiscal year 2025. This 2025 increase is related to increases in capital assets of $537.7 million as well as the increases in cash and investments of $46.1 million. These increases were offset by a decrease in deferred outflows of resources related to OPEB of $44.5 million. The increase in capital assets is mostly related to capital asset additions of $971.3 million, offset by $432.8 million of depreciation/amortization expense. The increase in cash and investments is primarily related to proceeds from bond issuances and toll revenues. The decrease in the deferred outflows of resources related to OPEB is due to differences between projected and actual investment earnings as well as differences between expected and actual experience used in the most recent actuarial valuation. See Note 13, OPEB, for additional information regarding OPEB.

Total liabilities and deferred inflows of resources increased by $190.9 million in fiscal year 2025. The increase for fiscal year 2025 was mainly related to a $209.1 million net increase in total debt which was related to $2,392.4 million in bond issuances/proceeds ($2,163.6 million principal; $228.8 million net premium) and $12.5 million in bond accretions offset by $2,195.8 million reduction in total debt ($322.6 million principal payments and $1,873.2 million resulting from debt refundings/defeasances and amortization of premiums/discounts). See Note 9, Debt, for additional information regarding debt activity.

The Commission's total assets and deferred outflows of resources increased by $719.9 million in fiscal year 2024. This 2024 increase is mostly related to increases in capital assets of $695.4 million as well as the increases in the net OPEB asset of $63.8 million and deferred outflow of resources from OPEB of $76.1 million. These increases were offset by a decrease in cash and investments of $82.8 million. The increase in capital assets is mostly related to capital asset additions of $1.1 billion, offset by $417.0 million of depreciation/amortization expense. The increase in the OPEB related items are the result of changes in assumptions and an increase in our deferred outflows of resources due to differences between expected and actual experience used in the most recent actuarial valuation. See Note 13, OPEB, for additional information regarding OPEB. The decrease in cash and investments is primarily due to the spend down of Oil Franchise Tax 2021 Series AB Construction funds.

Total liabilities and deferred inflows of resources increased by $465.5 million in fiscal year 2024. The increase for fiscal year 2024 was mainly related to a $334.4 million net increase in total debt and a $111.4 million increase in deferred inflow of resources from OPEB. The increase in debt is primarily related to $1,117.4 million in bond issuances offset by $481.3 million of refundings and $294.0 million of principal payments. See Note 9, Debt, for additional information regarding debt activity. The increase in the deferred inflow of resources from OPEB is the result changes in assumptions used in the most recent actuarial valuation. See Note 13, OPEB, for additional information regarding OPEB.

Financial Analysis *(continued)*

Comparative Statements of Revenues, Expenses, and Changes in Net Position

	Year ended May 31		
	2025	**2024**	**2023**
		(In thousands)	
Operating revenues			
Fares	$ 1,720,694	$ 1,608,793	$ 1,540,705
Other	59,318	58,078	55,942
Total operating revenues	1,780,012	1,666,871	1,596,647
Operating expenses			
Cost of services	566,769	556,237	534,558
Depreciation/amortization	432,767	417,032	409,943
Total operating expenses	999,536	973,269	944,501
Operating income	780,476	693,602	652,146
Nonoperating revenue (expenses)			
Investment earnings	140,107	131,735	55,950
Other nonoperating revenue	16,961	8,128	12,656
Act 44 payments to PennDOT	(50,000)	(50,000)	(50,000)
Capital assets transferred to Commonwealth	-	-	(2,852)
Interest and bond expense	(705,253)	(697,060)	(685,346)
Nonoperating expenses, net	(598,185)	(607,197)	(669,592)
Income (loss) before capital contributions	182,291	86,405	(17,446)
Capital contributions	162,660	168,054	170,310
Increase in net position	344,951	254,459	152,864
Net position at beginning of year	(7,329,631)	(7,584,090)	(7,736,954)
Net position at end of year	$ (6,984,680)	$ (7,329,631)	$ (7,584,090)

For the fiscal years ended May 31, 2025 and 2024, operating and nonoperating revenues totaled $1,937.1 million and $1,806.7 million, respectively, while operating and nonoperating expenses totaled $1,754.8 million and $1,720.3 million, respectively.

Total operating and nonoperating revenues for fiscal year 2025 were $130.4 million, or 7.2% higher than fiscal year 2024. The increase is due primarily to an increase in fare revenues. Fare revenues increased $111.9 million because of increased traffic volumes and from the January 2025 toll increase of 5.0% for all customers as well as the full-year impact of the January 2024 toll increase of 5.0% for all customers.

Financial Analysis *(continued)*

Comparative Statements of Revenues, Expenses, and Changes in Net Position *(continued)*

Total operating and nonoperating revenues for fiscal year 2024 were $141.4 million, or 8.5% higher than fiscal year 2023. The increase is due primarily to an increase in fare revenues and a $75.8 million improvement in investment returns resulting from rising interest rates during fiscal year 2024. Fare revenues increased $68.1 million because of increased traffic volumes and from the January 2024 toll increase of 5.0% for all customers as well as the full-year impact of the January 2023 toll increase of 5.0% for all customers.

Total operating and nonoperating expenses for fiscal year 2025 were $34.5 million higher than fiscal year 2024. This is primarily due to a $10.5 million increase in cost of services and an $15.7 million increase in depreciation expense. The increase in cost of services is primarily due to increases in professional services and materials/supplies. The increase in depreciation is primarily due to the infrastructure capital asset category.

Total operating and nonoperating expenses for fiscal year 2024 were $37.6 million higher than fiscal year 2023. This is primarily due to a $21.7 million increase in cost of services and an $11.7 million increase in interest and bond expense. The increase in cost of services is primarily due to increases in construction contracts and expenses related to PA State Police patrolling the roadway. The increase in interest and bond expense is primarily due to increased arbitrage expenses assessed on construction bond proceeds.

Capital contributions decreased by $5.4 million in fiscal year 2025 due to a decrease in Oil Company Franchise Tax revenues. Capital contributions decreased by $2.3 million in fiscal year 2024 due to a $5.2 million decrease in Federal reimbursements offset by a $2.9 million increase in Oil Company Franchise Tax revenues. See Note 2.

Financial Analysis *(continued)*

Capital Assets and Debt Administration

Capital Assets

Capital assets consist of land and intangible assets (right-of-way easements), assets under construction, buildings, improvements, equipment, right-to-use subscriptions and infrastructure. Infrastructure assets are typically items that are immovable such as highways, bridges and tunnels.

	Year ended May 31		
	2025	2024	2023
		(In thousands)	
Capital assets not being depreciated/amortized	$ 2,866,673	$ 2,581,161	$ 1,957,256
Capital assets being depreciated/amortized	13,461,364	12,914,583	12,560,504
Accumulated depreciation/amortization	7,924,644	7,630,043	7,347,420
Total capital assets being depreciated/amortized, net	5,536,720	5,284,540	5,213,084
Total capital assets	$ 8,403,393	$ 7,865,701	$ 7,170,340

The Commission's investment in capital assets as of May 31, 2025 amounted to $16.3 billion of gross asset value with accumulated depreciation/amortization of $7.9 billion, leaving a net book value of $8.4 billion. The net book value of capital assets as of May 31, 2024 was $7.9 billion. Capital assets represented 68.4% and 67.0% of the Commission's total assets and deferred outflows of resources as of May 31, 2025 and 2024, respectively.

Assets under construction at the end of fiscal year 2025 were $2,374.2 million, which was $278.1 million higher than in fiscal year 2024. Assets under construction at the end of fiscal year 2024 were $2,096.1 million, which was $614.3 million higher than in fiscal year 2023. In fiscal year 2025, $665.8 million of constructed capital assets were completed, which was $186.4 million more than in fiscal year 2024. In fiscal year 2024, $479.4 million of constructed capital assets were completed, which was $185.7 million less than in fiscal year 2023. In addition to constructed capital assets, the Commission had capital asset additions from purchases of approximately $27.4 million and $18.7 million in fiscal years 2025 and 2024, respectively.

Financial Analysis *(continued)*

Capital Assets and Debt Administration *(continued)*

Capital Assets (continued)

The Commission's Ten-Year Capital Plan continues the Commission's efforts for (i) total roadway reconstruction and resurfacing, (ii) the rehabilitation or replacement of structurally deficient bridges, (iii) the implementation of Open Road Tolling (ORT), (iv) facilities and energy management improvements including repair and replacement of maintenance facilities, and (v) the development and installation of a fiber optic network. A high priority for the Commission is the ongoing full depth roadway total reconstruction of the east/west Turnpike Mainline and Northeast Extension. This work includes the reconstruction and widening of the roadway, the widening of the median, replacement of both mainline and overhead bridges as well as many safety enhancements. To date, approximately 164 miles of total reconstruction have been completed. Currently, approximately 18 miles are in construction and approximately 87 miles are in design. Also, the Commission completed 26 miles of roadway resurfacing during fiscal year 2025, helping to maintain a quality-riding surface with a Turnpike System-wide median IRI (International Roughness Index) of 69, which is rated as good.

The Commission completed the construction of ORT gantries between the Reading Interchange and New Jersey, and the entire Northeast Extension. ORT went live in these sections in January of 2025. The design of the remaining east/west Mainline Turnpike conversion to ORT is currently underway and is scheduled to go live in January of 2027.

During fiscal year 2025, the Commission completed seven bridge replacement projects, rehabilitated another three bridges and constructed several new retaining walls and sound walls. Of the Commission's bridges, 858 bridges that are inspected biennially, 2.2% are rated poor which is below the national average of 6.7%. Of the 19 bridges that are currently rated poor, the majority of these are either in construction or design for rehabilitation or replacement.

The Commission has five sets of tunnels across the system. The Tuscarora Tunnel has gone through a complete rehabilitation and was completed during fiscal year 2024. Blue Mountain and Kittatinny Tunnels are in final design for a complete rehabilitation and are scheduled to commence construction within the next five years. The Allegheny Tunnel Realignment project, which would bypass the Allegheny Tunnel, is currently in preliminary design.

Facility projects continue to focus on environmental and safety compliance, and on the maintenance and repair of existing buildings including HVAC, electrical and plumbing systems based on deficiencies identified during facility condition assessments. The new Devault Maintenance Facility was completed in 2025. Construction has started for the new Maintenance Facility at New Cumberland, and design is progressing for new Maintenance Facilities at Harrison City and Bowmanville. A new Eastern Training Facility to be built next to the North Somerset Service Plaza is in final design and design is underway for a Trades Building in District 3.

Financial Analysis *(continued)*

Capital Assets and Debt Administration *(continued)*

Capital Assets (continued)

The Commission constructed its first solar microgrid to supply power to its Greensburg Maintenance Facility in 2021. The second solar microgrid to power their Western Regional Office is currently under construction and is scheduled to be completed in 2026. Two additional microgrids are currently in design and are scheduled to be constructed in the next five years. Electric vehicle (EV) charging stations have been installed at Oakmont Plum, New Stanton, North Somerset, South Somerset, Bowmansville, Peter J. Camiel, King of Prussia, and Hickory Run Northbound and Southbound service plazas. An additional 80 charging stations are planned across the system, with at least 4 NEVI compliant charging stations available at each of the Commission's 17 service plazas.

The Mon/Fayette Expressway is open to traffic from the Pennsylvania/West Virginia line to PA 51 in Jefferson Hills Borough, a distance of 48 miles. The current estimates to complete the final 14 miles of the Mon/Fayette Expressway to Interstate Route 376 (I-376) are in excess of $2.0 billion. Final design is now proceeding on the 14-mile southern section of the Mon/Fayette Expressway. The initial sections have been bid and are under construction. The next section will bid in late 2025. Subsequent sections will be evaluated as funding becomes available. When completed, the Mon/Fayette Expressway will extend from Interstate 68 in West Virginia to I-376 in Monroeville, which is east of Pittsburgh.

The Southern Beltway is to be constructed from the Mon/Fayette Expressway, near Finleyville, extending as part of a beltway south of Pittsburgh to I-376 at the Pittsburgh International Airport. It is comprised of three distinct projects: (1) the six-mile project from I-376 to U.S. 22 (also known as the Findlay Connector) which opened to traffic in October 2006; (2) the 13-mile project from U.S. 22 to Interstate 79 (I-79), which opened October 15, 2021; and (3) the remaining Southern Beltway project, from I-79 to Mon/Fayette Expressway, which received environmental clearance in May 2009.

The Commission has no legal obligation to complete the unfinished portions of the Mon/Fayette Expressway and Southern Beltway projects at this time.

Interstate 95 (I-95) was completed in 1969 without an interchange connecting it to the Turnpike Mainline. Interstate travelers were required to either by-pass the Philadelphia area entirely or exit the interstate system and navigate a complex system of local roadways to access I-95 again in New Jersey.

The main objectives of the I-95 Interchange Project are to improve the linkage between I-95 and the Turnpike Mainline to create continuity in the interstate system, relieve congestion on local roads which are currently used by travelers to make the connection between I-95 and the Turnpike Mainline, create additional capacity on the Turnpike Mainline and I-95 to accommodate the transfer of traffic from the local roadway system, and improve travel times through the interchange area.

Financial Analysis *(continued)*

Capital Assets and Debt Administration *(continued)*

Capital Assets (continued)

The first phase of the Interchange Project included preparatory work and construction of a portion of the interchange between I-95 and the Turnpike Mainline, including northbound I-95 to the eastbound Turnpike Mainline and westbound Turnpike Mainline to southbound I-95. This phase included construction of a new Turnpike Mainline toll plaza and a cashless tolling plaza westbound, which opened in January 2016. The first phase of the Interchange Project was completed and opened to traffic in September 2018. The portion of the Turnpike Mainline from the Interchange Project eastward to the Delaware River Bridge in Bucks County has been redesignated as I-95. The second phase of the Interchange Project will include the completion of the reconstruction and widening of the remaining interchange connectors. The construction of the first section is ongoing which will extend the reconstruction and widening of the Mainline approximately two miles west of the I-95 connection. The next section will be bid in the Spring of 2026. The third phase will be the construction of a new wider bridge over the Delaware River, referenced as the Delaware River Bridge (DRB), replacing the existing bridge. The Commission has completed an alternative analysis for the DRB. In coordination with FHWA, a Supplemental Environmental Impact Statement will be required and will parallel the preliminary design for the replacement of the DRB. Funding for the initial design costs of the subsequent phases was included in the Fiscal Year 2025 Capital Plan. In collaboration with the New Jersey Turnpike Authority (NJTA), a grant application was jointly submitted in August 2024 for the federal Bridge Investment Program (BIP). The grant request was for $738.6 million which is 50/50 match and shared equally between NJTA and the Commission. A resubmission of the BIP application was made on June 16, 2025, and to date no selections have been announced.

The above paragraphs describe the changes in capital assets occurring during the fiscal years ended May 31, 2025 and 2024. Please refer to the capital assets section in the notes to the financial statements (Note 5) for schedules summarizing changes in capital assets.

Debt Administration – Mainline

In September 2023, the Commission issued $400,000,000 of 2023 Series A Senior Revenue Bonds at a fixed rate with a maturity of December 1, 2053. The 2023 Series A Senior Revenue Bonds were primarily issued to finance the cost of various capital expenditures set forth in the Commission's Ten-Year Capital Plan, including but not limited to the reconstruction of roadbed and roadway, the widening, replacing and redecking of certain bridges and/or rehabilitation of certain interchanges, to refund a portion of the 2013 Series C Senior Revenue Bonds ($15,895,000) and the 2018 EB-5 Loan 2nd Tranche ($45,000,000), and for paying the costs of issuing the 2023 Series A Senior Revenue Bonds.

Financial Analysis *(continued)*

Capital Assets and Debt Administration *(continued)*

Debt Administration – Mainline (continued)

In November 2023, the Commission issued $190,125,000 of 2023 Series B Senior Revenue Refunding Bonds at a variable rate with a maturity of December 1, 2043. The 2023 Series B Senior Revenue Refunding Bonds were primarily issued to refund the 2018 Series A-1 Senior Revenue Bonds ($117,745,000) and 2018 Series B Senior Revenue Bonds ($71,200,000), obtain the TD Letter of Credit as a Credit Facility in connection with the 2023 Series B Senior Revenue Refunding Bonds and for paying the costs of issuing the 2023 Series B Senior Revenue Refunding Bonds.

In January 2024, the Commission issued $205,835,000 of 2024 Series A Senior Revenue Bonds at a fixed rate with a maturity of December 1, 2044. The 2024 Series A Senior Revenue Bonds were primarily issued to finance the cost of various capital expenditures set forth in the Commission's Ten-Year Capital Plan, including but not limited to the reconstruction of roadbed and roadway, the widening, replacing and redecking of certain bridges and/or rehabilitation of certain interchanges and for paying the costs of issuing the 2024 Series A Senior Revenue Bonds.

In February 2024, the Commission issued $90,000,000, as a Direct Placement, 2024 Series B Senior Revenue Bonds at a fixed rate with a maturity of December 1, 2054. The 2024 Series B Senior Revenue Bonds were primarily issued to finance the cost of various capital expenditures set forth in the Commission's Ten-Year Capital Plan, including but not limited to the reconstruction of roadbed and roadway, the widening, replacing and redecking of certain bridges and/or rehabilitation of certain interchanges and for paying the costs of issuing the 2024 Series B Senior Revenue Bonds.

In June 2024, the Commission issued $300,000,000 of 2024 Series C Senior Revenue Bonds at a fixed rate with a maturity of December 1, 2054. The 2024 Series C Senior Revenue Bonds were primarily issued to finance the cost of various capital expenditures set forth in the Commission's Ten-Year Capital Plan, including but not limited to the reconstruction of roadbed and roadway, the widening, replacing and redecking of certain bridges and/or rehabilitation of certain interchanges and for paying the costs of issuing the 2024 Series C Senior Revenue Bonds.

In September 2024, the Commission issued $280,495,000 of 2024 First Series Senior Revenue Refunding Bonds at a fixed rate with a maturity of December 1, 2044. The 2024 First Series Senior Revenue Refunding Bonds were primarily issued to finance the cost of refunding the 2012 Series A Senior Revenue Bonds ($5,680,000), a portion of the 2014 Series A Senior Revenue Bonds ($150,275,000), and a portion the 2014 Series C Senior Revenue Bonds ($160,305,000), and for paying the costs of issuing the 2024 First Series Senior Revenue Refunding Bonds.

Financial Analysis *(continued)*

Capital Assets and Debt Administration *(continued)*

Debt Administration – Mainline (continued)

In October 2024, the Commission issued $585,140,000 of 2024 First Series Subordinate Revenue Refunding Bonds at a fixed rate with a maturity of December 1, 2043. The 2024 First Series Subordinate Revenue Refunding Bonds were primarily issued to finance the cost of purchasing the Purchased Refunded Bonds pursuant to the Tender Offer for the 2009 Series C Subordinate Revenue Bonds ($5,045,000), 2009 Series E Subordinate Revenue Bonds ($26,040,000), 2016 Third Series A Subordinate Revenue Refunding Bonds ($53,250,000), 2016 Series A-2 Subordinate Revenue Bonds ($39,310,000), 2016 Second Subordinate Revenue Refunding Bonds ($128,450,000), 2017 Series A Subordinate Revenue Bonds ($14,145,000), 2017 Series B-1 Subordinate Revenue Bonds ($29,795,000), 2017 Series B-2 Subordinate Revenue Bonds ($63,425,000), 2019 First Series Subordinate Revenue Refunding Bonds (Federally Taxable) ($30,325,000), and 2020 First Series Subordinate Revenue Refunding Bonds (Federally Taxable) ($7,750,000); defeasing and redeeming the Defeased Refunded Bonds of the 2012 Series B Subordinate Revenue Bonds ($36,125,000), 2013 Series A Subordinate Revenue Bonds ($580,000), 2013 Series B-1 Subordinate Revenue Bonds ($11,005,000), 2013 Series B-3 Subordinate Revenue Bonds ($17,925,000), 2014 Series A-1 Subordinate Revenue Bonds ($61,130,000), 2014 Series B Subordinate Revenue Bonds ($136,215,000); and paying for the costs of issuing the 2024 First Series Subordinate Revenue Refunding Bonds.

In October 2024, the Commission issued $233,015,000, as a Direct Placement, of 2024 Forward Delivery Refunding Senior Revenue Bonds at a fixed rate with a maturity of December 1, 2037. The 2024 Forward Delivery Refunding Senior Revenue Bonds were primarily issued to finance the cost of the current refunding of a portion of the 2014 Series A Senior Revenue Bonds ($59,535,000), 2014 Series Refunding Revenue Bonds ($98,790,000), and a portion of 2014 Series C Senior Revenue Bonds ($74,690,000); and paying for the costs of issuing the 2024 Forward Delivery Refunding Senior Revenue Bonds.

In November 2024, the Commission issued $43,890,000, as a Direct Placement, of 2024 Second Series Senior Revenue Refunding Bonds at a fixed rate with a maturity of December 1, 2053. The 2024 Second Series Senior Revenue Bonds were issued in exchange for the cancellation of the 2019 EB-5 3rd Tranche ($52,000,000) and paying for the costs of issuing the 2024 Second Series Senior Revenue Bonds.

In January 2025, the Commission issued $90,000,000 of 2024 Series B Senior Revenue Bonds (Converted Direct Placement) at a fixed rate with a maturity of December 1, 2054. The 2024 Series B Senior Revenue Bonds (Converted Direct Placement) were issued in exchange for the cancellation of the Direct Placement 2024 Series B Senior Revenue Bonds ($90,000,000) and paying for the costs of issuing the 2024 Series B Senior Revenue Bonds.

Financial Analysis *(continued)*

Capital Assets and Debt Administration *(continued)*

Debt Administration – Mainline (continued)

In January 2025, the Commission issued $30,420,000, as a Direct Placement, of 2025 First Series Senior Revenue Refunding Bonds at a fixed rate with a maturity of December 1, 2054. The 2025 First Series Senior Revenue Refunding Bonds were issued in exchange for the cancellation of the 2020 EB-5 4th Tranche ($36,500,000) and paying for the costs of issuing the 2025 First Series Senior Revenue Refunding Bonds.

In March 2025, the Commission issued $350,000,000 of 2025 Series A Senior Revenue Bonds at a fixed rate with a maturity of December 1, 2055. The 2025 Series A Senior Revenue Bonds were primarily issued to finance the cost of various capital expenditures set forth in the Commission's Ten-Year Capital Plan, including but not limited to the reconstruction of roadbed and roadway, the widening, replacing and redecking of certain bridges and/or rehabilitation of certain interchanges and for paying the costs of issuing the 2025 Series A Senior Revenue Bonds.

In March 2025, the Commission issued $250,640,000 of 2025 Second Series Senior Revenue Refunding Bonds at a fixed rate with a maturity of December 1, 2045. The 2025 Second Series Senior Revenue Refunding Bonds were primarily issued to finance the cost of refunding the 2015 Series A-1 Senior Revenue Bonds ($286,670,000) and for paying the costs of issuing the 2025 Second Series Senior Revenue Refunding Bonds.

Debt Administration – Motor License Registration Fee

In September 2023, the Commission issued $231,425,000 of 2023 Series Motor License Registration Fee Revenue Refunding Bonds at a variable rate with a maturity date of July 15, 2041. The 2023 Motor License Registration Fee Revenue Refunding Bonds were issued to refund the 2005 Series B Motor License Registration Fee Revenue Bonds ($77,140,000), 2005 Series C Motor License Registration Fee Revenue Bonds ($77,140,000), and 2005 Series D Motor License Registration Fee Revenue Bonds ($77,145,000) and paying for the costs of issuing the 2023 Series Motor License Registration Fee Revenue Refunding Bonds.

Debt Administration - Bond Ratings

In August 2023, the Commission received an upgrade to both its Mainline Senior and Subordinate credit ratings from Moody's Ratings. Moody's upgraded the Commission's outstanding Mainline Senior lien bonds to 'Aa3' from 'A1' and the Mainline Subordinate lien bonds to 'A2' from 'A3'. Additionally, Moody's revised the Commission's revenue bond outlook to stable from positive.

In October 2024, the Commission received an upgrade to its Mainline Motor License Fund-Enhanced Subordinate Special Revenue credit ratings from Moody's Ratings. Moody's upgraded the Commission's outstanding to 'Mainline Motor License Fund-Enhanced Subordinate Special Revenue bonds to Aa3' from 'A1' Additionally, Moody's revised the Commission's revenue bond outlook to stable from positive.

Financial Analysis *(continued)*

Capital Assets and Debt Administration *(continued)*

Debt Administration - Bond Ratings (continued)

In August 2025, the Commission received a downgrade to both its Oil Franchise Tax Senior and Subordinate credit ratings from Kroll Bond Rating Agency due to the expectations for weakening long-term pledged revenue growth prospects given the Commonwealth of Pennsylvania's declining trend in fuel consumption. Kroll Bond Rating Agency downgraded the Commission's outstanding Oil Franchise Tax Senior lien bonds to 'AA-' from 'AA' and the Oil Franchise Tax Subordinate lien bonds to 'A+' from 'AA-.'

The preceding paragraphs describe debt activity occurring during the fiscal years ended May 31, 2025 and 2024. Please refer to the debt and commitments and contingencies notes to the financial statements (Notes 9 and 11) for more detailed schedules and descriptions of long-term debt and swap activity.

Events That Will Impact Financial Position

On July 18, 2007, Act 44 was enacted, creating a "public-public partnership" between the Commission and PennDOT to provide funding for roads, bridges and transit throughout the Commonwealth. Subsequently, in order to, among other things, effectuate the provisions of Act 44 requiring the Commission to make substantial annual payments to PennDOT, as described in the following paragraphs, the Commission and PennDOT entered into a Lease and Funding Agreement (the Act 44 Funding Agreement), incorporating many of the terms of Act 44.

The Act 44 Funding Agreement also granted the Commission the option to lease the portion of Interstate 80 (I-80) located in the Commonwealth from PennDOT upon, among other things, the approval of the Federal Highway Administration (FHWA) of the conversion of such portion into a toll road (the Conversion). The Conversion was not approved by FHWA and neither the Commission nor PennDOT appealed the decision. The Commission did not exercise its option to lease such portion of I-80, and the period during which the Commission could exercise its option under the Act 44 Funding Agreement lapsed on October 14, 2010, without the Commission effectuating the Conversion or having the ability to do so in the future, leaving all legal, financial and operational responsibility for I-80 solely with PennDOT.

Pursuant to Act 44 and the Act 44 Funding Agreement, the Commission is obligated to make scheduled annual payments to PennDOT (*Act 44/Act 89 Payments*). Previously, aggregate payments in the amount of $450.0 million were due through 2057, payable in equal quarterly installments, with $200.0 million of the scheduled annual payments supporting road and bridge projects and $250.0 million supporting transit projects throughout the Commonwealth. However, commencing with fiscal year 2023, the Commission's current annual Act 44/Act 89 Payment obligation was reduced to $50.0 million. See the following paragraphs for more information on the total amount paid by the Commission under the Amended Funding Agreement.

Events That Will Impact Financial Position *(continued)*

On November 25, 2013, Act 89 was enacted to provide (i) substantial revenue enhancements to support investment in the Commonwealth's aging transportation infrastructure, and (ii) substantial reductions in the Commission's obligations with respect to the Act 44/Act 89 Payments. The revenue enhancements providing additional funds each year for investment in the Commonwealth's transportation infrastructure were fully implemented in fiscal year 2018.

Revisions to the Commission's Act 44/Act 89 Payment obligations enacted under Act 89 were implemented by Amendment Number One to Lease and Funding Agreement (the *Act 89 Amendment* and together with the Act 44 Funding Agreement, the *Original Amended Funding Agreement*) executed by the Commission and PennDOT on April 4, 2014.

In accordance with Act 89 and the Original Amended Funding Agreement, the Commission's aggregate annual Act 44/Act 89 Payment to PennDOT for fiscal year 2014 through fiscal year 2022 was $450.0 million, with at least $30.0 million of such annual amount required to be paid from current revenues and the remainder funded by the proceeds of bonds issued under the Subordinate Revenue Indenture.

The Original Amended Funding Agreement was subsequently further amended, on July 31, 2018, by Amendment Number Two to Lease and Funding Agreement (the *Amendment Two)* and on June 11, 2020, by Amendment Number Three to the Lease and Funding Agreement (the *Amendment Three*, and together with the Original Amended Funding Agreement and Amendment Two, the *Amended Funding Agreement*) both of which were executed by all parties to provide current year adjustments for certain due dates for Act 44/Act 89 Payments in fiscal years 2019 through 2021.

Act 89 relieved the Commission from over $15.0 billion in future Act 44/Act 89 Payments to PennDOT during fiscal years 2023 through 2057 (the term of the Amended Funding Agreement), by reducing the Commission's aggregate annual Act 44/Act 89 Payments to PennDOT to $50.0 million, which amount must be paid from current revenues of the Commission. Pursuant to Act 89, commencing with fiscal year 2023, the Commission's $50.0 million scheduled annual Act 44/Act 89 Payments must be used to support Commonwealth mass transit capital and operating needs.

Act 44 requires the Commission to prepare and submit an annual financial plan (the Financial Plan) to the Secretary of the Budget of the Commonwealth no later than June 1 of each year for the ensuing fiscal year, describing its proposed operating and capital expenditures, borrowings, liquidity and other financial management covenants and policies, estimated toll rates and all other revenues and expenses. The purpose of the annual Financial Plan is to demonstrate that the Commission's operation in accordance with such plan can be reasonably anticipated to generate unencumbered funds sufficient to make all Act 44/Act 89 Payments due to PennDOT in the upcoming year after all Commission obligations and interest thereon, sinking fund requirements of the Commission, and other requirements in any trust indenture, notes or resolutions have been met. Any deviations and the causes therefore in prior year plans must be explained.

Events That Will Impact Financial Position *(continued)*

The financial plan does not cover the funding needs for the Mon/Fayette Expressway or the Southern Beltway projects, which are separately financed by certain dedicated tax and fee revenue sources of the Commonwealth. Those revenue sources include Oil Franchise Tax Revenues and Registration Fee Revenues and are not pledged to pay debt service on the Commission's Senior Revenue Bonds, Subordinate Revenue Bonds or Subordinate Special Revenue Bonds.

Since the enactment of Act 44 in 2007, the Commission's annual Financial Plan has demonstrated that for the prior fiscal year that the Commission was able to meet all of its financial covenants and obligations under the Enabling Acts and was able to progress with its then-current Capital Plan. The Commission delivered to the Secretary of the Budget its Financial Plan for Fiscal Year 2026 on May 30, 2025.

The Fiscal Year 2026 Financial Plan sets forth the reasonably expected revenues the Commission will generate necessary to meet required Turnpike operating and maintenance expenses, debt service payments, capital expenses, and liquidity requirements and included the adoption of the fiscal year 2026 Capital Plan. The fiscal year 2026 Financial Plan indicates that in fiscal year 2024 and fiscal year 2025, the Commission was able to meet all of its financial covenants and obligations under the Enabling Acts and was able to progress with its then-current capital plan. A copy of the Fiscal Year 2026 Financial Plan is available on the Commission's website.

Additionally, the Fiscal Year 2026 Financial Plan concludes that the Commission is projected to generate sufficient resources to operate and maintain the Turnpike, provide for its capital investment needs to ensure the System is maintained in a state of good repair, meet debt service requirements, fund required Act 44/Act 89 Payments and maintain internal liquidity. Although the Commission's Fiscal Year 2026 Financial Plan is based on reasonable financial assumptions, it recognizes that there are inherent uncertainties in projecting the Commission's resources and obligations over a thirty-three year period. Downside risks to the Financial Plan include, but are not limited to, lower than expected traffic and toll revenues, higher interest and inflation rates and/or greater than projected cost increases. To accommodate these risks, the Financial Plan requires that the Commission maintain strong debt service coverage and preserve internal liquidity.

The preceding paragraphs provide a brief overview of Act 44 and Act 89 and their requirements. Please refer to the commitments and contingencies section in the Notes to the Financial Statements (Note 11) for additional information regarding the Commission's commitments under the Amended Funding Agreement. Furthermore, legislation may be introduced that could affect the Commission and its obligations pursuant to Act 44 and Act 89. Also, the Commission cannot predict what other legislation may be considered by the General Assembly during the 2025-2026 or future legislative sessions or if any other proposals or initiatives may lead to the adoption of legislation that may affect the Commission.

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Statements of Net Position – Business-type activities
May 31, 2025 and 2024
(in thousands)

	2025	2024
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES		
Current assets		
Cash and cash equivalents	$ 354,547	$ 355,987
Investments	285,760	224,582
Accounts receivable - net of allowance of $897.6 million and $718.1 million as of May 31, 2025 and 2024, respectively	181,765	158,966
Accrued interest receivable	4,204	2,181
Inventories	27,261	25,025
Restricted current assets		
Cash and cash equivalents	950,892	917,435
Investments	517,664	679,489
Accounts receivable	11,175	9,607
Accrued interest receivable	9,805	17,867
Total current assets	2,343,073	2,391,139
Noncurrent assets		
Investments		
Investments	334,186	262,669
Investments restricted	604,909	561,687
Total noncurrent investments	939,095	824,356
Capital assets not being depreciated/amortized		
Land and intangibles	492,466	485,043
Assets under construction	2,374,207	2,096,118
Capital assets being depreciated/amortized		
Buildings	1,244,617	1,176,281
Improvements other than buildings	227,457	196,423
Equipment	765,855	664,015
Infrastructure	11,201,211	10,864,934
Right-to-use - subscriptions	22,224	12,930
Total capital assets before accumulated depreciation/amortization	16,328,037	15,495,744
Less: Accumulated depreciation/amortization	7,924,644	7,630,043
Total capital assets after accumulated depreciation/amortization	8,403,393	7,865,701
Other assets		
Prepaid bond insurance costs	3,236	3,724
Net OPEB asset	202,693	173,457
Other assets	68,726	70,329
Total other assets	274,655	247,510
Total noncurrent assets	9,617,143	8,937,567
Total assets	11,960,216	11,328,706
Deferred outflows of resources from hedging derivatives	1,173	589
Deferred outflows of resources from refunding bonds	197,997	232,643
Deferred outflows of resources from pensions	44,731	61,803
Deferred outflows of resources from OPEB	77,589	122,080
Total deferred outflows of resources	321,490	417,115
Total assets and deferred outflows of resources	$ 12,281,706	$ 11,745,821

The accompanying notes are an integral part of these financial statements.

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Statements of Net Position – Business-type activities *(continued)*
May 31, 2025 and 2024
(in thousands)

	2025	2024
LIABILITIES AND DEFERRED INFLOWS OF RESOURCES		
Current liabilities		
Accounts payable and accrued liabilities	$ 687,710	$ 708,651
Current portion of debt	338,919	411,085
Unearned income	133,003	127,894
Total current liabilities	1,159,632	1,247,630
Noncurrent liabilities		
Debt, less current portion, net of unamortized premium of $1,529.1 million and $1,498.5 million in 2025 and 2024, respectively	17,299,379	17,018,142
Net pension liability	283,823	296,572
Other noncurrent liabilities	65,402	57,542
Total noncurrent liabilities	17,648,604	17,372,256
Total liabilities	18,808,236	18,619,886
Deferred inflows of resources from hedging derivatives	102,582	110,313
Deferred inflows of resources from service concession arrangements	75,801	82,600
Deferred inflows of resources from refunding bonds	104,830	20,869
Deferred inflows of resources from pensions	14,260	29,794
Deferred inflows of resources from OPEB	114,527	164,998
Deferred inflows of resources from leases	46,150	46,992
Total deferred inflows of resources	458,150	455,566
Total liabilities and deferred inflows of resources	19,266,386	19,075,452
NET POSITION		
Net investment in capital assets	(1,274,378)	(1,328,484)
Restricted for construction purposes	183,604	279,321
Restricted for debt service	85,251	91,275
Restricted for OPEB	202,693	173,457
Unrestricted	(6,181,850)	(6,545,200)
Total net position	$ (6,984,680)	$ (7,329,631)

The accompanying notes are an integral part of these financial statements.

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Statements of Revenues, Expenses, and Changes in Net Position – Business-type activities
Years Ended May 31, 2025 and 2024
(in thousands)

	2025	2024
Operating revenues		
Fares - net of discounts, adjustments and bad debt expense of $158.0 million and $146.2 million for the years ended May 31, 2025 and 2024, respectively	$ 1,720,694	$ 1,608,793
Other	59,318	58,078
Total operating revenues	1,780,012	1,666,871
Operating expenses		
Cost of services	566,769	556,237
Depreciation/amortization	432,767	417,032
Total operating expenses	999,536	973,269
Operating income	780,476	693,602
Nonoperating revenues (expenses)		
Investment earnings	140,107	131,735
Other nonoperating revenues	16,961	8,128
Act 44 and Act 89 payments to PennDOT	(50,000)	(50,000)
Interest and bond expense	(705,253)	(697,060)
Nonoperating expenses, net	(598,185)	(607,197)
Income before capital contributions	182,291	86,405
Capital contributions	162,660	168,054
Increase in net position	344,951	254,459
Net position at beginning of year	(7,329,631)	(7,584,090)
Net position at end of year	$ (6,984,680)	$ (7,329,631)

The accompanying notes are an integral part of these financial statements.

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Statements of Cash Flows – Business-type activities
Years Ended May 31, 2025 and 2024
(in thousands)

	2025	2024
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash received from customer tolls and deposits	$ 1,740,184	$ 1,663,003
Cash payments for goods and services	(453,557)	(435,986)
Cash payments to employees	(161,662)	(162,176)
Cash received from other operating activities	14,483	6,623
Net cash provided by operating activities	1,139,448	1,071,464
CASH FLOWS FROM INVESTING ACTIVITIES		
Proceeds from sales and maturities of investments	4,124,456	5,442,040
Interest received on investments	56,283	50,832
Purchase of investments	(4,052,835)	(5,206,040)
Net cash provided by investing activities	127,904	286,832
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Capital grants received from other governments	-	641
Proceeds from Motor License Registration fees	28,000	28,000
Proceeds from Oil Company Franchise Tax	128,997	137,513
Construction and acquisition of capital assets	(986,924)	(1,068,384)
Proceeds from sale of capital assets	1,850	1,646
Payments for bond and swap expenses	(9,992)	(11,480)
Payments for debt refundings	(1,026,671)	(481,418)
Payments for bond maturities	(181,940)	(169,605)
Interest paid on debt	(416,375)	(405,144)
Interest subsidy from Build America Bonds	19,874	21,111
Proceeds from debt issuances	1,719,969	1,173,154
Net cash used in capital and related financing activities	(723,212)	(773,966)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Cash payments to PennDOT	(50,000)	(50,000)
Payments for bond and swap expenses	(4,234)	-
Payments for debt refundings	(687,462)	-
Payments for debt maturities	(140,645)	(124,350)
Interest paid on debt	(302,190)	(314,259)
Proceeds from debt issuances	672,408	-
Net cash used in noncapital financing activities	(512,123)	(488,609)
Increase in cash and cash equivalents	32,017	95,721
Cash and cash equivalents at beginning of year	1,273,422	1,177,701
Cash and cash equivalents at end of year	$ 1,305,439	$ 1,273,422

The accompanying notes are an integral part of these financial statements.

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Statements of Cash Flows – Business-type activities *(continued)*
Years Ended May 31, 2025 and 2024
(in thousands)

	2025	2024
Reconciliation of operating income to net cash provided by operating activities		
Operating income	$ 780,476	$ 693,602
Adjustments to reconcile operating income to net cash provided by operating activities		
Depreciation/amortization	432,767	417,032
Change in operating assets and liabilities		
Accounts receivable	(23,245)	(19,696)
Inventories	(2,236)	(1,878)
Other assets	11	(2)
Net OPEB asset	(29,236)	(63,806)
Deferred outflows of resources from pensions	17,072	26,139
Deferred outflows of resources from OPEB	44,491	(76,074)
Accounts payable and accrued liabilities	(1,686)	22,841
Net pension liability	(12,749)	(35,002)
Other noncurrent liabilities	630	(3,160)
Deferred inflows of resources from pensions	(15,534)	(8,436)
Deferred inflows of resources from OPEB	(50,471)	111,352
Deferred inflows of resources from leases	(842)	8,552
Net cash provided by operating activities	$ 1,139,448	$ 1,071,464
Reconciliation of cash and cash equivalents to the statements of net position		
Cash and cash equivalents	$ 354,547	$ 355,987
Restricted cash and cash equivalents	950,892	917,435
Total cash and cash equivalents	$ 1,305,439	$ 1,273,422

Noncash Investing, Capital and Related Financing and Noncapital Financing Activities

The Commission recorded net increase of $73.2 million and a net increase of $75.5 million in the fair value of its investments not reported as cash equivalents for the years ended May 31, 2025 and 2024, respectively.

The Commission recorded $81.1 million and $77.6 million for the amortization of bond premiums for the years ended May 31, 2025 and 2024, respectively.

As indicated in Note 9, the Commission refunded various bonds in both fiscal years 2025 and 2024. The fiscal year 2025 refundings resulted in a $11.6 million reclassification from bond premiums (discounts) to deferred outflows of resources from refundings and a $105.5 million reclassification from bond premiums (discounts) to deferred inflows of resources from refundings. The fiscal year 2024 refundings resulted in a $0.2 million reclassification from bond premiums (discounts) to deferred outflows of resources from refundings. Additionally, the Commission recorded $17.1 million and $16.5 million in expenses for amortization of deferred outflows/inflows of resources from refunding bonds for the years ended May 31, 2025 and 2024, respectively.

The accompanying notes are an integral part of these financial statements.

Noncash Investing, Capital and Related Financing and Noncapital Financing Activities *(continued)*

The Commission recorded $0.3 million in expenses for amortization of prepaid bond insurance costs for each of the years ended May 31, 2025 and 2024.

The Commission recorded an interest expense reduction of $7.2 million and $7.1 million for the years ended May 31, 2025 and 2024, respectively, related to terminated derivative instruments.

The Commission recognized total capital contributions of $162.7 million for the fiscal year ended May 31, 2025. Cash received of $157.0 million for the fiscal year ended May 31, 2025 is reported in the capital and related financing activities of this statement. The $5.7 million difference between capital contributions and cash received is the result of a $0.9 million increase in receivables related to these capital contributions in addition to a $4.8 million noncash capital contribution related to capital assets provided by service plaza operators. The Commission recognized total capital contributions of $168.1 million for the fiscal year ended May 31, 2024. Cash received of $166.2 million for the fiscal year ended May 31, 2024 is reported in the capital and related financing activities of this statement. The $1.9 million difference between capital contributions and cash received is the result of a $2.9 million decrease in receivables related to these capital contributions offset by a $4.8 million noncash capital contribution related to capital assets provided by service plaza operators. See Note 2 for further discussion on capital contributions and Note 6 for further discussion on the service plazas.

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Statements of Fiduciary Net Position – OPEB Trust Fund
May 31, 2025 and 2024

	2025	2024
	(in thousands)	
ASSETS		
Cash and cash equivalents	$ 4,542	$ 4,645
Interest and dividends receivable	744	775
Investments		
Equity – stocks	14,883	14,870
Equity – mutual funds	227,692	218,313
Fixed income – mutual funds	121,816	65,100
Fixed income – mortgages	111	159
Fixed income – U.S. Treasuries	23,631	45,144
Fixed income – U.S. Government agency securities	-	26,963
Fixed income – U.S. High Yield	31,271	28,582
Corporate obligations	18,304	19,155
Limited partnerships		
Real estate	49,245	51,106
Commodities	22,931	25,054
Global tactical asset allocation	35,881	31,173
Private debt	19,396	16,531
Private equity	9,080	6,589
Total limited partnerships	136,533	130,453
Hedge fund of funds	44,518	43,653
Total investments	618,759	592,392
Total assets	624,045	597,812
LIABILITIES		
Benefits payable	571	582
Other liabilities	144	159
Total liabilities	715	741
Net position – restricted for OPEB	$ 623,330	$ 597,071

The accompanying notes are an integral part of these financial statements.

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Statements of Changes in Fiduciary Net Position – OPEB Trust Fund
Years Ended May 31, 2025 and 2024

	2025	2024
	(in thousands)	
ADDITIONS		
Employer contributions	$ 9,042	$ 13,419
Net investment income (loss)		
Interest, dividends, and capital gains income	12,080	12,121
Change in fair value of investments	33,180	36,858
Investment fees	(817)	(865)
Total net investment income	44,443	48,114
Total additions	53,485	61,533
DEDUCTIONS		
Benefit payments	27,207	24,113
Administrative expenses	19	23
Total deductions	27,226	24,136
Change in fiduciary net position	26,259	37,397
Net position – restricted for OPEB		
Beginning of year	597,071	559,674
End of year	$ 623,330	$ 597,071

The accompanying notes are an integral part of these financial statements.

NOTE 1 FINANCIAL REPORTING ENTITY

Accounting principles generally accepted in the United States (U.S. GAAP) require government financial statements to include the primary government and its component units. Component units of a governmental entity are legally separate entities for which the primary government is considered to be financially accountable and for which the nature and significance of their relationship with the primary government are such that exclusion would cause the combined financial statements to be misleading. The primary government is considered to be financially accountable if it appoints a majority of an organization's governing body and is able to impose its will on that organization or there is a potential for the organization to provide specific financial benefits to or impose specific financial burdens on the primary government.

The Pennsylvania Turnpike Commission (the Commission) was created as an instrumentality of the Commonwealth of Pennsylvania (the Commonwealth) on May 21, 1937, with powers to construct, operate, and maintain the Turnpike System and to issue Turnpike revenue bonds, repayable solely from tolls and other Commission revenues. The Commission is considered a discretely presented component unit of the Commonwealth.

The Commission is composed of five members, one of whom is the Secretary of Transportation. The others are appointed by the Governor with the approval of two-thirds of the Senate.

The Commission maintains an Other Postemployment Welfare Plan Program (the Plan), for the purpose of providing benefits to eligible retirees and their dependents. The Plan is a single-employer, defined benefit plan. The Commission established the Pennsylvania Turnpike Commission Retiree Medical Trust (the Trust) on May 30, 2008 as an irrevocable trust, tax-exempt under Section 115 of the Internal Revenue Code, to provide funding of the Plan's other postemployment benefits (OPEB). The Trust is administered by Trustees who are appointed by and serve at the pleasure of the Commission. The chairman and vice chairman of the Trust are appointed by the Trustees and serve two-year terms. In accordance with GASB Statement No. 84, *Fiduciary Activities*, the Plan is a fiduciary component unit of the Commission.

Based on the application of the criteria set forth by the Governmental Accounting Standards Board (GASB), the Commission has determined that it has no other component units.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the Commission's business-type activities (enterprise fund) and fiduciary activities (fiduciary fund) have been prepared in conformity with U.S. GAAP as applied to government units. The GASB is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Commission's accounting policies are described in the following paragraphs:

Basis of Accounting

The Commission's enterprise and fiduciary fund financial statements (the financial statements) are presented on the accrual basis of accounting.

Accounting Estimates

The preparation of the financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual amounts may differ from those estimates.

Reclassifications

Certain amounts presented in fiscal year 2024 have been reclassified to conform to the fiscal year 2025 financial statement presentation.

Cash Equivalents

The Commission considers all highly liquid debt investment securities that mature within three months of acquisition to be cash equivalents.

Investments

Investments are stated at fair value, except for the following: money market investments are reported at cost which does not materially differ from fair value, certain nonparticipating contracts such as repurchase agreements and other agreements structured as repurchase agreements are reported at cost which does not materially differ from fair value and guaranteed investment contracts are stated at contract value. The Commission categorizes its fair value measurements within the fair value hierarchy established by U.S. GAAP. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. See Note 4 for further discussion.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES *(continued)*

Accounts Receivable

Accounts receivable consist primarily of toll revenue receivables from customers and other E-ZPass agencies, fee revenue receivables from customers and reimbursement receivables from other governments. An allowance for uncollectible accounts receivable is established based on specific identification and historical experience.

Restricted Assets

In accordance with Trust Agreements and Trust Indentures, the Commission has established and maintains certain restricted accounts. Funds have been deposited in these accounts and are restricted for major capital replacements, improvements, betterments, enlargements, capital additions or the payment of debt service related to bonds.

Restricted assets as of May 31, 2025 were as follows:

	Restricted for:		
	Construction	Debt Service	Total
	(in thousands)		
Cash and cash equivalents	$ 226,217	$ 724,675	$ 950,892
Current investments	189,183	328,481	517,664
Accounts receivable	11,175	-	11,175
Accrued interest receivable	613	9,192	9,805
Noncurrent investments	36,444	568,465	604,909
Total	$ 463,632	$ 1,630,813	$ 2,094,445

Restricted assets as of May 31, 2024 were as follows:

	Restricted for:		
	Construction	Debt Service	Total
	(in thousands)		
Cash and cash equivalents	$ 200,152	$ 717,283	$ 917,435
Current investments	305,588	373,901	679,489
Accounts receivable	9,607	-	9,607
Accrued interest receivable	1,059	16,808	17,867
Noncurrent investments	117,420	444,267	561,687
Total	$ 633,826	$ 1,552,259	$ 2,186,085

Utilization of Resources

When both restricted and unrestricted resources are available for use, the Commission's policy is to use restricted resources first and then unrestricted resources as needed.

Inventories

Inventories are valued at average cost. The cost of inventory is expensed upon use (consumption method).

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES *(continued)*

Capital Assets

Capital assets consist of land and intangible assets (right-of-way easements), assets under construction, buildings, improvements, equipment, right-to-use – subscriptions and infrastructure. Infrastructure assets are typically items that are immovable such as highways, bridges, and tunnels. Capital assets are stated at cost. Donated capital assets and capital assets received in a service concession arrangement are measured at acquisition value. Effective for the fiscal year ended May 31, 2024, acquisitions of capital assets valued at $100,000 or greater are capitalized. Previously, acquisitions of capital assets valued at $15,000 or greater were capitalized. Depreciation is computed using the straight-line method over the estimated useful lives of the assets. Right-to-use subscription assets are amortized over the shorter of the subscription term or the useful life of the underlying IT asset. Intangible assets have an indefinite life and, thus, are not depreciated/amortized. The following useful lives and subscription terms are used:

Buildings	10 – 45 years
Improvements other than buildings	15 – 20 years
Equipment	3 – 40 years
Infrastructure	10 – 50 years
Right-to-use – subscriptions	2 – 3 years

Leases

The Commission is the lessor for advertising, cell tower, gas royalty and other miscellaneous leases. The miscellaneous category includes, but is not limited to, leases such as commercial, residential, agricultural and license agreements. The Commission recognizes a lease receivable and deferred inflows of resources related to leases in the financial statements.

At the commencement of a lease, the Commission initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflows of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflows of resources is recognized as revenue over the life of the lease term.

Key estimates and judgments include how the Commission determines (1) the discount rate it uses to discount the expected lease receipts to present value, (2) lease term, and (3) lease receipts.

- The Commission uses its estimated incremental borrowing rate as the discount rate for leases.
- The lease term includes the noncancellable period of the lease. Lease receipts included in the measurement of the lease receivable is composed of fixed payments from the lessee.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES *(continued)*

Leases *(continued)*

The Commission monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

Subscription-Based Information Technology Arrangements (SBITAs)

The Commission has entered into software contracts some of which meet the criteria for subscription-based information technology arrangements (SBITAs) under GASB Statement No. 96. Contracts that convey control of the right to use another party's (a SBITA vendor's) information technology (IT) software, alone or in combination with tangible capital assets (the underlying IT assets), as specified in the contract for a period of time in an exchange or exchange-like transaction are required to be recognized as a right-to-use subscription asset – an intangible asset – and a corresponding subscription liability. The Commission recognizes the subscription liability at the commencement of the subscription term, —which is when the subscription asset is placed into service. The subscription liability is initially measured at the present value of subscription payments expected to be made during the subscription term. Future subscription payments are discounted using the Commission's incremental borrowing rate. Amortization of the discount on the subscription liability is recognized as interest expense in subsequent financial reporting periods. The subscription asset is initially measured as the sum of (1) the initial subscription liability amount, (2) payments made to the SBITA vendor before commencement of the subscription term, and (3) capitalizable implementation costs, less any incentives received from the SBITA vendor at or before the commencement of the subscription term. Right-to-use subscription assets are amortized over the shorter of the subscription term or the useful life of the underlying IT asset.

Debt Premium/Discount and Prepaid Insurance Costs

Debt premium/discount is being amortized using the effective interest rate method over the varying terms of the bonds issued. Prepaid bond insurance costs (incurred through bond issuances) are being amortized using the straight-line method over the varying terms of the bonds issued.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES *(continued)*

Unearned Income

Unearned income is primarily related to E-ZPass customer deposits. E-ZPass customers of the Commission are required to deposit funds in advance of anticipated travel. Since this money is collected prior to the customers' travel and revenue recognition, it is recorded as unearned income. The Commission had $133.0 million and $127.9 million classified as unearned income for the fiscal years ended May 31, 2025 and 2024, respectively. Additionally, the Commission had $7.0 million and $6.6 million classified as accounts payable and accrued liabilities for the fiscal years ended May 31, 2025 and 2024, respectively.

Arbitrage Payable

The Tax Reform Act of 1986 instituted certain arbitrage restrictions with respect to the issuance of tax-exempt bonds after August 31, 1986. Arbitrage regulations deal with the investment of all tax-exempt bond proceeds at an interest yield greater than the interest yield paid to bondholders. Generally, all interest paid to bondholders can be retroactively rendered taxable if rebates are not reported and paid to the Internal Revenue Service (IRS) at least every five years. The Commission had a total arbitrage liability of $11.7 million and $8.2 million for fiscal years ended May 31, 2025 and 2024, respectively. The arbitrage liability recorded as accounts payable and accrued liabilities was $35,400 and $0.4 million as of May 31, 2025 and 2024, respectively. The arbitrage liability recorded as other noncurrent liabilities was $11.6 million and $7.8 million as of May 31, 2025 and 2024, respectively.

Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Pennsylvania State Employees' Retirement System (SERS) and additions to/deductions from SERS's fiduciary net position have been determined on the same basis as they are reported by SERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES *(continued)*

Postemployment Benefits Other Than Pensions (OPEB)

For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the Pennsylvania Turnpike Commission's Other Postemployment Welfare Plan Program (the Plan) and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by the Plan. For this purpose, the Plan recognizes benefit payments when due and payable in accordance with the benefit terms. Investments are reported at fair value, except for money market investments, which are reported at cost.

Deferred Outflows/Inflows of Resources

The Statements of Net Position report separate sections for deferred outflows and deferred inflows of resources. Deferred outflows of resources represent a consumption of net assets that applies to future periods and so will not be recognized as an outflow of resources (expense) until then. Deferred inflows of resources represent an acquisition of net assets that applies to future periods and so will not be recognized as an inflow of resources (revenue) until then. The Commission has six items that qualify for reporting in these categories: deferred outflows/inflows from its hedging derivative instruments, deferred inflows from its service concession arrangements, deferred outflows/inflows from refunding bonds, deferred outflows/inflows related to pensions, deferred outflows/inflows related to other postemployment benefits and deferred inflows related to leases.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES *(continued)*

Deferred Outflows/Inflows of Resources *(continued)*

The deferred outflows/inflows of resources related to hedging derivative instruments represent the cumulative change in their fair values. Deferred inflows from the Commission's service concession arrangements represent unamortized capital contributions from service plaza operators and the present value of minimum guaranteed rent payments. Deferred outflows/inflows from refundings are the result of differences in the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt. Deferred outflows/inflows of resources related to pensions are described further in Note 10. The components of deferred outflows of resources and deferred inflows of resources, other than the difference between the projected and actual earnings on investments, are amortized into pension expense over a closed period, which reflects the weighted average remaining service life of all SERS members beginning the year in which the deferred amount occurs (current year). The annual difference between the projected and actual earnings on SERS investments is amortized over a five-year closed period, beginning the year in which the difference occurs (current year). Deferred outflows/inflows of resources related to OPEB are described further in Note 13. Investment (gains)/losses are recognized in OPEB expense over a period of five years; economic/demographic (gains)/losses and assumption changes or inputs are recognized over the average remaining service life for all active and inactive members. Deferred inflows of resources related to leases represent the unearned revenues for all leases in which the Commission is the lessor.

Net Position

U.S. GAAP requires the classification of net position into three components – net investment in capital assets; restricted; and unrestricted. These classifications are defined as follows:

Net Investment in Capital Assets – This component of net position consists of capital assets, net of accumulated depreciation/amortization, reduced by the outstanding balances of bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets. Deferred outflows of resources and deferred inflows of resources that are attributable to the acquisition, construction, or improvement of those assets or related debt are included.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES *(continued)*

Net Position *(continued)*

Restricted – This component of net position consists of restricted assets and deferred outflows of resources reduced by liabilities and deferred inflows of resources related to those assets. The restrictions would be imposed by:

- External parties such as creditors, grantors and contributors,
- Laws or regulations of other governments, or
- Restrictions imposed by law through constitutional provisions or enabling legislation.

Unrestricted – This component of net position consists of the net amount of the assets, deferred outflows of resources, liabilities, and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position.

Operating Revenues

Revenues associated with operations of the Turnpike System are considered operating revenues. The principal operating revenues of the Commission are fare revenues from customers, offset by discounts, toll-related bad debt and other adjustments. Other operating revenues include service station, restaurant, property and other rental income, fees related to the E-ZPass and Toll-By-Plate programs offset by fee related bad debt expense, and other miscellaneous revenues.

Fare Revenues

With the partial conversion of the Turnpike System to Open Road Tolling on January 5, 2025, fare revenues are charged electronically and recognized when customers drive at highway speeds passing beneath overhead structures, called gantries, or when they exit the Turnpike System.

The Commission has installed E-ZPass, a form of electronic toll collection, throughout the Turnpike System. As customers drive through a toll point with an E-ZPass transponder, toll equipment captures the trip information, calculates the toll, and deducts it from the customer's E-ZPass pre-paid account balance. Toll-By-Plate (TBP) is supplemental to E-ZPass toll collections and utilizes technology where cameras read the license plates of all non-E-ZPass customers, as they pass through each toll gantry. The registered owner of the vehicle is then invoiced for the assessed tolls. For fiscal years 2025 and 2024, approximately 16.9% and 16.3%, respectively, of the fare revenues were realized through TBP, which are included as a part of all-electronic tolling.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES *(continued)*

Operating Expenses

Operating expenses relate directly to operating and maintaining the Turnpike System. The principal operating expenses of the Commission are cost of services and depreciation/amortization. Other expenses are considered nonoperating expenses.

Cost of Services

Cost of services includes wages and salaries, benefits, utilities, fuels, professional fees and services, PA State Police services, and purchased goods, including materials and supplies.

Nonoperating Revenues (Expenses)

Nonoperating revenues include net investment earnings and other miscellaneous revenues not associated with the operations of the Turnpike System. Nonoperating expenses include: Act 44 and Act 89 payments to PennDOT, capital assets transferred to the Commonwealth, interest and bond expenses, and other miscellaneous expenses not associated with the operations of the Turnpike System.

Act 44 and Act 89 Payments to PennDOT

The Commission and PennDOT entered into a Lease and Funding Agreement, as amended, as required under the terms of Act 44 and Act 89. See Note 11 for more information regarding Act 44 and Act 89.

Capital Assets Transferred to the Commonwealth of Pennsylvania

The Commission did not transfer any capital assets to PennDOT for fiscal years ended May 31, 2025 and 2024, respectively.

Capital Contributions

Capital contributions include: Oil Company Franchise Tax revenues, Motor License Registration Fee revenues, grants from other governments for reimbursement of capital costs for various highway construction projects, capital assets received from other third parties and amortization of deferred inflows of resources for service concession agreements.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES *(continued)*

Capital Contributions *(continued)*

Oil Company Franchise Tax Revenues

The Commission receives 14% of the additional 55 mills of the Commonwealth's Oil Company Franchise Tax revenues pursuant to Act 26 established in 1991. The revenues totaled $129.9 million and $135.2 million for the fiscal years ended May 31, 2025 and 2024, respectively. These revenues are kept in a separate fund as required by the applicable bond indenture.

Motor License Registration Fee Revenues

The Commission received $28.0 million in registration fee revenue during each of the fiscal years ended May 31, 2025 and 2024 from the Commonwealth's Motor License Fund. These revenues are kept in a separate fund as required by the applicable bond indenture.

Reimbursements from Other Governments

The Commission receives grants from other governments for reimbursement of costs for various highway construction projects. The Commission did not receive any capital contributions from other governments during the fiscal years ended May 31, 2025 and 2024, respectively.

Other Capital Contributions

The Commission entered into agreements with a food and a fuel provider to totally reconstruct the service plazas. The service plaza operators provided the capital for the reconstruction in exchange for lower rental rates. The Commission recognized capital contribution revenues of $4.8 million related to these agreements for both fiscal years ended May 31, 2025 and 2024. See Note 6 for further discussion on service plazas.

Adoption of Accounting Pronouncements

In April 2022, the GASB issued Statement No. 99, *Omnibus 2022*. The Commission adopted the portions of Statement No. 99 related to leases, PPPs, and SBITAs for the fiscal year ending May 31, 2024. The adoption of these portions of this Statement were incorporated into the Commission's financial statements for the fiscal year ended May 31, 2024. The Commission adopted the remaining portions of Statement No. 99 related to related to financial guarantees and the classification and reporting of derivative instruments within the scope of Statement 53 for the fiscal year ending May 31, 2025. The adoption of these portions of this Statement had no impact on the Commission's financial statements for the fiscal year ended May 31, 2025.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES *(continued)*

Adoption of Accounting Pronouncements *(continued)*

In June 2022, the GASB issued Statement No. 100, *Accounting Changes and Error Corrections-an amendment of GASB Statement No. 62*. The Commission adopted Statement No. 100 for the fiscal year ending May 31, 2025. The adoption of this Statement had no impact on the Commission's financial statements for the fiscal year ended May 31, 2025.

In June 2022, the GASB issued Statement No. 101, *Compensated Absences*. The Commission adopted Statement No. 101 for the fiscal year ending May 31, 2025. The adoption of this Statement was incorporated into the Commission's financial statements for the fiscal year ended May 31, 2025. See Note 15 for balances required by this Statement. The adoption of this Statement had no impact on the Commission's financial statements for the fiscal year ended May 31, 2024.

Accounting Pronouncements Not Yet Adopted

In December 2023, the GASB issued Statement No. 102, *Certain Risk Disclosures*. The Commission is required to adopt Statement No. 102 for the fiscal year ending May 31, 2026.

In April 2024, the GASB issued Statement No. 103, *Financial Reporting Model Improvements*. The Commission is required to adopt Statement No. 103 for the fiscal year ending May 31, 2026.

In September 2024, the GASB issued Statement No. 104, *Disclosure of Certain Capital Assets*. The Commission is required to adopt Statement No. 104 for the fiscal year ending May 31, 2027.

The Commission has not yet completed the various analyses required to estimate the financial statement impact of these new pronouncements.

NOTE 3 INDENTURE REQUIREMENTS AND RESTRICTIONS

The Commission's debt has been issued under the provisions of five separate Trust Indentures (collectively referred to as Indentures):

- A Senior Trust Indenture dated July 1, 1986, which was amended and restated as of March 1, 2001, as supplemented, between the Commission and U.S. Bank Trust Company, N.A., as successor Trustee;
- An Oil Franchise Tax Trust Indenture, dated August 1, 1998, as supplemented, between the Commission and U.S. Bank Trust Company, N.A., as successor Trustee;
- A Registration Fee Revenue Trust Indenture, dated August 1, 2005, between the Commission and U.S. Bank Trust Company, N.A., as successor Trustee;
- A Subordinate Trust Indenture, dated April 1, 2008 as supplemented, between the Commission and Computershare Trust Company, N.A., as successor Trustee; and
- A Special Obligation Trust Indenture, dated September 1, 2014, between the Commission and U.S. Bank Trust Company, N.A., as successor Trustee.

Accordingly, certain activities of the Commission are restricted by these Indentures.

NOTE 4 CASH AND INVESTMENTS

The following table is a summary of cash and cash equivalents and investments by type:

	May 31,	
	2025	**2024**
	(In thousands)	
Cash and cash equivalents and investment types		
U.S. Treasuries	$ 1,539,365	$ 1,523,808
GNMA mortgages	346	391
Government agency securities	40,010	40,244
Municipal bonds	12,544	21,072
Corporate obligations	145,100	138,154
Total investment securities	1,737,365	1,723,669
Investment derivatives	5,154	4,758
Cash and cash equivalents	1,305,439	1,273,422
Total cash and cash equivalents and investments	$ 3,047,958	$ 3,001,849

NOTE 4 CASH AND INVESTMENTS *(continued)*

Cash and Cash Equivalents

Cash and cash equivalents are held in various financial institutions. Cash and cash equivalents are comprised of demand deposits, money market funds, and other highly liquid investments that mature within three months of acquisition. The demand deposits are secured under Pennsylvania Act 72 which secures public deposits in excess of the FDIC insurance limits. Cash equivalents consist of permitted investments in accordance with the Indentures as noted under cash equivalents and investment securities.

The following table is a summary of the Commission's cash and cash equivalents:

	Bank Balance	Book Balance
	(In thousands)	
May 31, 2025		
Demand deposits	$ 148,488	$ 150,625
Money market funds	980,716	980,716
Cash equivalents	174,098	174,098
Total cash and cash equivalents	$ 1,303,302	$ 1,305,439
May 31, 2024		
Demand deposits	$ 21,571	$ 19,045
Money market funds	992,383	992,383
Cash equivalents	261,994	261,994
Total cash and cash equivalents	$ 1,275,948	$ 1,273,422

NOTE 4 CASH AND INVESTMENTS *(continued)*

Cash Equivalents and Investment Securities

The following is a description of the valuation methodologies used for investment securities measured at fair value:

- As of May 31, 2025 and 2024, U.S. Treasuries of $1,539.4 million and $1,523.8 million, respectively, categorized as Level 1 are valued using quoted market prices.
- As of May 31, 2025 and 2024, GNMA mortgages of $0.4 million and $0.4 million, respectively, categorized as Level 2, are valued using models based on spreads of comparable securities.
- As of May 31, 2025 and 2024, government agency securities of $40.0 million and $40.2 million, respectively, categorized as Level 2, are valued using various market and industry inputs. Callable agency-issued debt securities are valued by benchmarking model-derived prices to quoted market prices and trade data for identical or comparable securities. The fair value of agency mortgage pass-through pool securities is model-driven based on spreads of a comparable security. Collateralized mortgage obligations are valued using quoted market prices and trade data adjusted by subsequent changes in related indices for identical or comparable securities.
- As of May 31, 2025 and 2024, municipal bonds of $12.5 million and $21.1 million, respectively, categorized as Level 2, are valued using recently executed transactions, market price quotations, and pricing models that factor in, where applicable, interest rates, bond or credit default swap spreads, and volatility.
- As of May 31, 2025 and 2024, corporate obligations were $145.1 million and $138.2 million, respectively, categorized as Level 2, are valued using recently executed transactions, market price quotations (where observable), bond spreads, credit default swap spreads at the money volatility and/or volatility skew obtained from independent external parties, such as vendors and brokers adjusted for any basis difference between cash and derivative instruments. The spread data used are for the same maturity as the bond.
- As of May 31, 2025 and 2024, investment derivative instruments of $5.2 million and $4.8 million, respectively, categorized as Level 2 are valued using discounted future net cash flows, mid-market values, nonperformance risk, and bid/offer spreads. See Note 11 for further discussion.

NOTE 4 CASH AND INVESTMENTS *(continued)*

Cash Equivalents and Investment Securities *(continued)*

The Indentures (as listed in Note 3) permit investments in obligations of, or are guaranteed by, the United States of America, its agencies, and its instrumentalities (United States Government obligations); certificates of deposit issued by institutions insured by the FDIC or fully collateralized with United States Government obligations; investment agreements with certain financial institutions; commercial paper and asset-backed securities rated in the highest category by applicable rating agencies; money market funds and auction rate certificates rated in one of the two highest categories by applicable rating agencies; corporate bonds and medium-term notes with a minimum rating of 'AA-'; investments in bonds or notes issued by any state or municipality which are rated by Moody's Investors Service (Moody's), Standard & Poor's Ratings Group (S&P) and Fitch Investors Service (Fitch) in one of their two highest rating categories; and repurchase agreements with banks or primary government dealers reporting to the Federal Reserve Bank of New York collateralized with obligations of, or guaranteed by, the United States of America.

The Commission has an investment policy that defines guidelines and operational factors governing the investment of financial assets. The policy generally has the same restrictions regarding permitted investments as the Indentures. Permitted investments include:

- U.S. Treasury Bills, Notes, Bonds, Strips;
- Time Deposits issued by a banking association organized and doing business under the laws of the United States of America or of any state that may have a combined capital and surplus of at least $50.0 million;
- Certificates of Deposit that are fully collateralized and issued by a bank, savings and loan or trust company organized under the laws of the United States or any state thereof;
- Investment Agreements with a bank, a bank holding company or a financial institution that has outstanding unsecured obligations or uncollateralized long-term debt obligations rated in the 'AA' category or better by at least two of the three rating agencies (S&P, Moody's, and Fitch);
- Obligations of any federal agencies which obligations are backed by the full faith and credit of the United States of America;
- Senior debt obligations rated a minimum 'AA' by S&P and 'Aa2' by Moody's issued by the following government-sponsored enterprises: Federal Home Loan Bank, Federal Farm Credit Bank, Federal Home Loan Mortgage Corporation, and Federal National Mortgage Association;

NOTE 4 CASH AND INVESTMENTS *(continued)*

Cash Equivalents and Investment Securities *(continued)*

- Mortgage-backed securities issued by an approved federal agency and collateralized mortgage obligations, so long as such securities are rated a minimum of 'Aa2' by Moody's and 'AA' by S&P;

- Debt obligations of any state or local government entity, whether for itself, or as a conduit issuer, provided that the securities are rated in the 'Aa/AA' category by at least two of S&P, Moody's, and Fitch and do not have a rating from any of S&P, Moody's, and Fitch below the 'Aa/AA' category (without regard to subcategories of ratings), and provided that if a short-term rating is provided for the securities that they are rated in the top tier by at least two of the three of S&P ('A-1' or better), Moody's ('VMIG1' or 'P1'), and Fitch ('F1') and do not have a rating from any of the three rating agencies below such levels.

- Commercial paper rated by at least two of S&P, Moody's, and Fitch and not less than 'A-1/P-1/F-1' by S&P, Moody's, and Fitch, respectively;

- Corporate bonds rated 'Aa3/AA-' or better by Moody's and S&P;

- Asset-backed securities rated 'AAA' by Moody's and S&P;

- Repurchase agreements with banks or primary government dealers reporting to the Federal Reserve Bank of New York, collateralized by investments with a minimum 102% valuation in securities of U.S. Treasury bills, notes, bonds, strips, or obligations of any federal agencies or senior debt obligations described above; and

- Share or Certificates in any short-term investment fund that invests not less than 90% of its assets in obligations of U.S. Treasury bills, notes, bonds, strips, or time deposits.

NOTE 4 CASH AND INVESTMENTS *(continued)*

Cash Equivalents and Investment Securities *(continued)*

All investment ratings shall be based on security ratings at the time of purchase. The portfolio's average credit quality should be rated 'Aa3/AA-' or better by Moody's/S&P. Investments are generally purchased with the intent of holding to maturity, but the Portfolio Managers have the flexibility to restructure and rebalance portfolio holdings to manage risk and take advantage of market opportunities. The investment policy imposes the following diversifications:

- No limitations are placed on investments carrying the full faith and credit of the U.S. Government, including repurchase agreements collateralized by such investments.
- Investments in any single federal agency, not carrying the full faith and credit of the U.S. Government, are limited to 35% of the portfolio.
- Investments in certificates of deposit and investment agreements in total are limited to 30% of the portfolio.
- Combined exposure to commercial paper, corporate bonds, and asset-backed securities is limited to 35% of the total portfolio.
- Investments in any single issuer (excluding U.S. Treasury and federal agencies) are limited to 5% of the portfolio.

The Commission's Investment Policy also states that at the time of purchase, the maturity of each security in the Portfolio may not exceed five (5) years, taking into account any call, put, prepayment, or other features that may impact maturity. Similarly, the weighted average life of mortgages and asset-backed securities may not be more than five years. As of May 31, 2025 and 2024, the Commission did not hold any securities that were not in compliance with the Investment Policy guidelines.

NOTE 4 CASH AND INVESTMENTS *(continued)*

Credit Risk

The Commission's exposure to credit risk for investment securities is as follows:

	Quality Rating as of May 31, 2025					
Investment Type	**AAA**	**AA**	**A**	**A-1**	**Below A**	**Total**
			(In thousands)			
Government agency securities	$ -	$ 40,010	$ -	$ -	$ -	$ 40,010
Municipal bonds	2,996	4,927	-	4,621	-	12,544
Corporate obligations	14,100	116,093	-	14,874	33	145,100
	$ 17,096	$ 161,030	$ -	$ 19,495	$ 33	$ 197,654

	Quality Rating as of May 31, 2024					
Investment Type	**AAA**	**AA**	**A**	**A-1**	**Below A**	**Total**
			(In thousands)			
Government agency securities	$ 319	$ 39,925	$ -	$ -	$ -	$ 40,244
Municipal bonds	8,131	7,662	5,279	-	-	21,072
Corporate obligations	22,610	97,683	2,955	14,871	35	138,154
	$ 31,060	$ 145,270	$ 8,234	$ 14,871	$ 35	$ 199,470

Investments guaranteed by the full faith of the U.S. Government, such as U.S. Treasuries and GNMA mortgages, are not considered to have credit risk and do not require disclosure of credit quality.

Concentration of Credit Risk

As of May 31, 2025 and 2024, the Commission did not have any investments that violated the 5% limit for a single issuer or the other concentration of credit risk limitations in the Commission's investment policy noted above.

NOTE 4 CASH AND INVESTMENTS *(continued)*

Interest Rate Risk

The effective duration of the Commission's investments, by type, is as follows:

Investment Type	As of May 31, 2025 Fair Value *(In thousands)*	Effective Duration *(In years)*
U.S. Treasuries	$ 1,539,365	1.3293
GNMA mortgages	346	4.2242
Government agency securities	40,010	0.8925
Municipal bonds	12,544	0.4753
Corporate obligations	145,100	1.5830
Total investment securities	$ 1,737,365	

Investment Type	As of May 31, 2024 Fair Value *(In thousands)*	Effective Duration *(In years)*
U.S. Treasuries	$ 1,523,808	1.1281
GNMA mortgages	391	4.3053
Government agency securities	40,244	1.8012
Municipal bonds	21,072	0.9854
Corporate obligations	138,154	1.2765
Total investment securities	$ 1,723,669	

Custodial Credit Risk

For deposits and investments, custodial credit risk is the risk that in the event of the failure of the counterparty, the Commission will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. As of May 31, 2025 and 2024, $148.0 million and $21.1 million, respectively, of the Commission's demand deposits were exposed to custodial credit risk, as they were uninsured and collateralized with securities held by an agent of the pledging financial institution but not in the Commission's name. None of the Commission's investments were exposed to custodial credit risk as of May 31, 2025 or 2024.

NOTE 4 CASH AND INVESTMENTS *(continued)*

Investment Derivative Instruments

The following table is a summary of the Commission's investment derivative instruments as of May 31, 2025:

**	Notional Amount *(thousands)*	Weighted Avg. Mat. *(years)*	Effective Date	Maturity Date	Terms	Fair Value *(in thousands)*	Counterparty	Credit Ratings Moody's/ S&P's/Fitch
	$ 108,290				Pay SIFMA, receive 63% SOFR + 0.0721% +0.20%	$ (1,387)	JPMorgan Chase Bank	Aa2/AA-/AA
	46,410					(593)	Bank of New York Mellon	Aa2/AA-/AA
A	154,700	4.2	8/14/2003	12/1/2032		(1,980)		
	77,350				Pay 67% SOFR + 0.0767%, receive 60.15% of the 10 year Fallback Rate	591	JPMorgan Chase Bank	Aa2/AA-/AA
	77,350					591	Royal Bank of Canada	Aa1/AA-/AA-
B	154,700	4.2	9/19/2006	11/15/2032		1,182		
C	102,835	7.9	6/1/2010	6/1/2039	Pay SIFMA, receive 99.68% SOFR + 0.2608%	5,952	Goldman Sachs MMDP	Aa2/AA-/NR
						$ 5,154		

Secured Overnight Financing Rate (SOFR) was 4.35% as of May 31, 2025.
10-year maturity of the USD-ISDA Fallback swap rate was 4.16582% as of May 31, 2025.
SIFMA was 1.97% as of May 31, 2025.
** Letters are used as references in Note 11 (Commitments and Contingencies).

The following table is a summary of the Commission's investment derivative instruments as of May 31, 2024:

**	Notional Amount *(thousands)*	Weighted Avg. Mat. *(years)*	Effective Date	Maturity Date	Terms*	Fair Value *(in thousands)*	Counterparty	Credit Ratings Moody's/ S&P's/Fitch
	$ 112,000				Pay SIFMA, receive 63% SOFR + 0.0721% +0.20%	$ (1,546)	JPMorgan Chase Bank	Aa2/A+/AA
	48,000					(660)	Bank of New York Mellon	Aa2/AA-/AA
A	160,000	5.1	8/14/2003	12/1/2032		(2,206)		
	80,000				Pay 67% SOFR + 0.0767%, receive 60.15% of the 10 year Fallback Rate	(753)	JPMorgan Chase Bank	Aa2/A+/AA
	80,000					(753)	Royal Bank of Canada	Aa1/AA-/AA-
B	160,000	5.0	9/19/2006	11/15/2032		(1,506)		
C	107,375	8.5	6/1/2010	6/1/2039	Pay SIFMA, receive 99.68% SOFR + 0.2608%	8,470	Goldman Sachs MMDP	Aa2/AA-/NR
						$ 4,758		

Secured Overnight Financing Rate (SOFR) was 5.34% as of May 31, 2024.
10-year maturity of the USD-ISDA Fallback swap rate was 4.40268% as of May 31, 2024.
SIFMA was 3.36% as of May 31, 2024.
* LIBOR was permanently discontinued on June 30, 2023. Therefore, LIBOR was replaced by SOFR Fallback Rates for the applicable swap agreements, which is equal to SOFR compounded over the relevant term plus the adjustment spread determined by ISDA.
** Letters are used as references in Note 11 (Commitments and Contingencies).

See Note 11 for additional disclosures regarding derivative instruments, including a rollforward from the prior-year balances.

NOTE 5 CAPITAL ASSETS

Summaries of changes to capital assets for the years ended May 31, 2025 and 2024 are as follows:

	Balance May 31, 2024	Additions	Transfers	Reductions	Balance May 31, 2025
			(In thousands)		
Capital assets not being depreciated/amortized (cost)					
Land and intangibles	$ 485,043	$ 7,703	$ -	$ 280	$ 492,466
Assets under construction	2,096,118	943,904	(665,815)	-	2,374,207
Total capital assets not being depreciated/amortized	2,581,161	951,607	(665,815)	280	2,866,673
Capital assets being depreciated/amortized (cost)					
Buildings	1,176,281	-	68,336	-	1,244,617
Improvements other than buildings	196,423	-	31,034	-	227,457
Equipment	664,015	10,383	100,716	9,259	765,855
Infrastructure	10,864,934	-	465,729	129,452	11,201,211
Right to use - subscriptions	12,930	9,294	-	-	22,224
Total capital assets being depreciated/amortized	12,914,583	19,677	665,815	138,711	13,461,364
Less accumulated depreciation/amortization for					
Buildings	560,140	30,561	-	-	590,701
Improvements other than buildings	121,727	8,065	-	-	129,792
Equipment	547,852	39,575	-	8,714	578,713
Infrastructure	6,396,201	348,151	-	129,452	6,614,900
Right to use - subscriptions	4,123	6,415	-	-	10,538
Total accumulated depreciation/amortization	7,630,043	432,767	-	138,166	7,924,644
Total capital assets being depreciated/amortized, net	5,284,540	(413,090)	665,815	545	5,536,720
Total capital assets	$ 7,865,701	$ 538,517	$ -	$ 825	$ 8,403,393

	Balance May 31, 2023	Additions	Transfers	Reductions	Balance May 31, 2024
			(In thousands)		
Capital assets not being depreciated/amortized (cost)					
Land and intangibles	$ 475,462	$ 9,581	$ -	$ -	$ 485,043
Assets under construction	1,481,794	1,107,850	(479,368)	14,158	2,096,118
Total capital assets not being depreciated/amortized	1,957,256	1,117,431	(479,368)	14,158	2,581,161
Capital assets being depreciated/amortized (cost)					
Buildings	1,099,651	-	76,630	-	1,176,281
Improvements other than buildings	190,080	-	6,343	-	196,423
Equipment	650,946	2,925	16,682	6,538	664,015
Infrastructure	10,613,104	-	379,713	127,883	10,864,934
Right to use - subscriptions	6,723	6,207	-	-	12,930
Total capital assets being depreciated/amortized	12,560,504	9,132	479,368	134,421	12,914,583
Less accumulated depreciation/amortization for					
Buildings	531,862	28,278	-	-	560,140
Improvements other than buildings	113,063	8,664	-	-	121,727
Equipment	517,085	37,293	-	6,526	547,852
Infrastructure	6,184,440	339,644	-	127,883	6,396,201
Right to use - subscriptions	970	3,153	-	-	4,123
Total accumulated depreciation/amortization	7,347,420	417,032	-	134,409	7,630,043
Total capital assets being depreciated/amortized, net	5,213,084	(407,900)	479,368	12	5,284,540
Total capital assets	$ 7,170,340	$ 709,531	$ -	$ 14,170	$ 7,865,701

NOTE 6 SERVICE CONCESSION ARRANGEMENTS

There are 17 service plazas along the Turnpike System providing gasoline and diesel fuel, other automotive supplies and services, and restaurant services. The Commission entered into long-term service plaza redevelopment agreements with HMSHost Family Restaurants, LLC (2006) and with Sunoco, Inc. (R&M) to design, reconstruct, finance, operate and maintain all the service plazas. These service concession arrangements do not fall within the scope of GASB Statement No. 87, Leases, which is discussed in Note 7. The Commission has no responsibility for maintaining the service plazas under the agreements. The Commission maintains the ability to approve and/or modify the services that the operators can provide and the rates that can be charged. The service plaza operators are compensated by the users of the services and share a portion of the revenue with the Commission as rental payments. Upon completion of construction, the reconstructed assets were recognized by the Commission.

In 2016, Sunoco, Inc. (R&M) assigned its lease to Sunoco Retail LLC, a wholly owned subsidiary of Sunoco, Inc. (R&M). During fiscal year 2018, the agreement with Sunoco Retail LLC was assigned to 7-Eleven, Inc. All terms of the agreement remained the same.

On July 13, 2021, the Commission approved and executed a Consent to Transfer of Lease Agreement with HMSHost Family Restaurants, LLC (with an effective date of July 23, 2021), whereby HMSHost transferred its leasehold to Applegreen USA Family Restaurants, LLC, a consortium of Applegreen Ltd. and Blackstone Infrastructure Partners. Upon closing of the transfer on July 23, 2021, the agreement with Applegreen USA Family Restaurants, LLC was then subsequently assigned to Applegreen PA Welcome Centres LLC, also effective as of July 23, 2021. This final step was finalized during fiscal year 2023 but is retroactive to July 23, 2021. This agreement expires on August 25, 2036.

The agreement with 7-Eleven, Inc. was set to expire on January 31, 2022. 7-Eleven Inc.’s agreement states it can be extended for three additional five-year periods. The first extension shall be at the discretion of 7-Eleven, Inc., and the second and third extensions shall be mutually agreed to by both parties. On September 21, 2021, the Commission approved an amendment to the agreement with 7-Eleven, Inc. to exercise its option to renew the service plaza agreement for an additional five years, with an expiration date of January 31, 2027. The amendment was approved by the PA Attorney General’s office on October 6, 2021. Due to this extension, the guaranteed minimum rent net present value calculation was modified to include the additional future amounts expected.

NOTE 6 SERVICE CONCESSION ARRANGEMENTS *(continued)*

As of May 31, 2025, the Commission had capitalized $125.4 million in capital assets representing all 17 service plazas that had fully completed construction and recorded deferred inflows of resources of $54.1 million related to these assets. Also, as of May 31, 2025, the Commission recognized a receivable and deferred inflow of resources in the amount of $21.7 million for the present value of guaranteed minimum rent payments. The Commission also recognized $2.2 million of restaurant revenue and $2.5 million of service station revenue for the fiscal year ended May 31, 2025 related to these agreements.

As of May 31, 2024, the Commission had capitalized $125.4 million in capital assets representing all 17 service plazas that had fully completed construction and recorded deferred inflows of resources of $58.9 million related to these assets. Also, as of May 31, 2024, the Commission recognized a receivable and deferred inflow of resources in the amount of $23.7 million for the present value of guaranteed minimum rent payments. The Commission also recognized $2.2 million of restaurant revenue and $2.6 million of service station revenue for the fiscal year ended May 31, 2024 related to these agreements.

NOTE 7 LEASES

The Commission is the lessor for advertising, cell tower, gas royalty and other miscellaneous leases. The miscellaneous category includes, but is not limited to, leases such as commercial, residential, agricultural and license agreements. The lease terms range from one month to 70 years. The most common lease term is ten years. Most of the leases have fixed percentage rent increases but some are based on the Consumer Price Index. One cell tower lease has a variable sublease component of which the Commission receives a fixed percentage of revenue generated by the subtenants. One cell tower lease is currently in rent abatement status, which is scheduled to end in October 2025. One miscellaneous lease includes a variable component related to sublots which requires the lessee to pay the greater of a minimum lease payment (included in the lease receivable) or a fixed percentage of the gross rental income received from the sublots. Gas royalty revenues are variable based on oil and gas production volumes. Therefore, revenues will fluctuate based on changes in production volumes. During the fiscal year ended May 31, 2025, no new gas royalty leases or amendments were executed that included upfront payments. During the fiscal year ended May 31, 2024, one gas royalty lease and two amendments to existing leases were executed that included upfront payments.

NOTE 7 LEASES *(continued)*

For the fiscal year ended May 31, 2025, the Commission recognized $6.4 million in lease revenue and $1.6 million in interest revenue related to these leases. For the fiscal year ended May 31, 2024, the Commission recognized $5.8 million in lease revenue and $1.4 million in interest revenue related to these leases. The Commission's total receivable for lease payments was $48.9 million as of May 31, 2025 of which $1.9 million is considered short term. The Commission's receivable for lease payments was $48.2 million as of May 31, 2024 of which $1.6 million is considered short term. The Commission also recorded deferred inflows of resources associated with these leases that will be recognized as revenue over the lease term. As of May 31, 2025 and 2024, the balance of the deferred inflows of resources was $46.2 million and $47.0 million, respectively.

NOTE 8 SUBSCRIPTION-BASED INFORMATION TECHNOLOGY ARRANGEMENTS

The Commission has entered into software contracts some of which meet the criteria for subscription-based information technology arrangements (SBITAs) under GASB Statement No. 96. These software contracts convey control of the right to use a vendor's IT software for a period of time in an exchange or exchange-like transaction. The Commission is required to recognize these SBITAs as a right-to-use subscription asset – an intangible asset – and a corresponding subscription liability. The subscription terms of the software contracts range from two to ten years with most being three years.

One contract has a variable component in which the Commission has a minimum usage commitment that is included as part of the subscription liability. The Commission paid $14,000 above the minimum commitment for this contract during the fiscal year ended May 31, 2025. The Commission paid $6,500 above the minimum commitment for this contract during the fiscal year ended May 31, 2024.

As of May 31, 2025, the Commission recognized right-to-use subscription assets of $22.2 million, $10.5 million of accumulated amortization related to the right-to-use subscription assets and a total liability of $8.4 million of which $3.4 million is considered short term. For the fiscal year ended May 31, 2025, the Commission recognized $6.4 million in amortization expense and $0.3 million of interest expense related to the right-to-use subscription assets.

As of May 31, 2024, the Commission recognized right-to-use subscription assets of $12.9 million, $4.1 million of accumulated amortization related to the right-to-use subscription assets and a total liability of $5.7 million of which $3.0 million is considered short term. For the fiscal year ended May 31, 2024, the Commission recognized $3.2 million in amortization expense and $0.2 million of interest expense related to the right-to-use subscription assets.

NOTE 8 SUBSCRIPTION-BASED INFORMATION TECHNOLOGY ARRANGEMENTS *(continued)*

Principal and interest requirements to maturity, related to the May 31, 2025 subscription liability of $8.4 million, are as follows:

Year Ending May 31	Principal	Interest	Total
	(in thousands)		
2026	$ 3,418	$ 263	$ 3,681
2027	2,891	127	3,018
2028	1,388	46	1,434
2029	319	26	345
2030	335	10	345
2031-2035	27	1	28
	$ 8,378	$ 473	$ 8,851

As of May 31, 2025, the Commission has entered into two software contracts for which the SBITA term (or a portion of it) has not yet commenced. The two contracts total $2.7 million of which $1.1 million is included in assets under construction. The future commitment on these contracts not yet included in the subscription liability is $1.6 million.

NOTE 9 DEBT

The following table is a summary of debt outstanding:

	May 31, 2025	May 31, 2024
	(In Thousands)	
Mainline Senior Debt		
Mainline Senior Bonds		
2009 Series A Build America Bonds: Issued $275,000 in July 2009 at 6.105%, due in varying installments through June 1, 2039. Interest paid each June 1 and December 1.	$ 275,000	$ 275,000
2010 Series B Build America Bonds: Issued $600,000 in September 2010 at 5.5%, due in varying installments through December 1, 2049. Interest paid each June 1 and December 1.	600,000	600,000
2012 Series A: Issued $200,215 in July 2012 at 3.00% to 5.00%, due in varying installments through December 1, 2042. Interest paid each June 1 and December 1. Partially refunded in October 2017, December 2017 and January 2020. Partially defeased in May 2019 and November 2020. Fully refunded in September 2024.	-	5,680
2014 Series A: Issued $236,115 in April 2014 at 4.00% to 5.00%, due in varying installments through December 1, 2044. Interest paid each June 1 and December 1. Partially refunded in October 2017, September 2022, September 2024 and October 2024. Partially defeased in November 2020.	-	212,145
2014 Series Refunding: Issued $239,620 in November 2014 at 5.00%, due in varying installments through December 1, 2034. Interest paid each June 1 and December 1. Partially refunded in September 2022. Fully refunded in October 2024.	-	98,790
2014 Series C: Issued $294,225 in December 2014 at 2.25% to 5.00%, due in varying installments through December 1, 2044. Interest paid each June 1 and December 1. Partially refunded in October 2017, September 2022, September 2024 and October 2024. Partially defeased in November 2020.	-	235,355
2015 Series A-1: Issued $385,095 in June 2015 at 4.00% to 5.00%, due in varying installments through December 1, 2045. Interest paid each June 1 and December 1. Partially defeased in November 2020. Partially refunded in September 2022. Fully refunded in March 2025.	-	313,445
2015 Series B: Issued $304,005 in December 2015 at 2.50% to 5.00%, due in varying installments through December 1, 2045. Interest paid each June 1 and December 1. Partially defeased in November 2020. Partially refunded in September 2022.	285,170	288,605
2016 Series A-1: Issued $447,850 in June 2016 at 3.00% to 5.00% due in varying installments through December 1, 2046. Interest is paid each June 1 and December 1. Partially defeased in November 2020.	438,295	441,705
2017 Series A-1: Issued $365,895 in October 2017 at 3.00% to 5.00% due in varying installments through December 1, 2047. Interest is paid each June 1 and December 1. Partially defeased in November 2020.	320,020	327,515
2017 Series A-2 Refunding: Issued $133,060 in October 2017 at 5.00% due in varying installments through December 1, 2030. Interest is paid each June 1 and December 1.	109,765	133,060
2018 Series A-2: Issued $307,935 in June 2018 at 5% due in varying installments through December 1, 2048. Interest is paid each June 1 and December 1.	304,105	305,845
2019 First Series: Issued $84,365 in February 2019 at 5% due in varying installments through December 1, 2033. Interest is paid each June 1 and December 1.	84,365	84,365
2019 Second Series: Issued $139,815 in June 2019 at a variable rate (determined by the Remarketing Agent in accordance with the procedures detailed in the Bond Official Statement, paid the 1st of each month). Due in one installment on December 1, 2038.	139,815	139,815
2019 Series A: Issued $341,325 in August 2019 at 2.00% to 5.00% due in varying installments through December 1, 2049. Interest is paid each June 1 and December 1. Partially defeased in November 2020.	311,475	318,035
2019 Forward Delivery Series: Issued $179,815 in September 2019 at 5.00% due in varying installments through December 1, 2025. Interest is paid each June 1 and December 1. Partially defeased in November 2020.	33,705	65,835
2020 First Series: Issued $234,320 in January 2020 at 1.81% to 3.44% due in varying installments through December 1, 2043. Interest is paid each June 1 and December 1. Partially refunded in September 2022.	209,005	209,900
2020 Second Series: Issued $225,820 in June 2020 at a variable rate (determined by the Remarketing Agent in accordance with the procedures detailed in the Bond Official Statement, paid the 1st of each month). Due in one installment on December 1, 2039.	225,820	225,820
2020 Series A: Issued $100,500 in August 2020 at a variable rate (determined by the Remarketing Agent in accordance with the procedures detailed in the Bond Official Statement, paid the 1st of each month). Due in varying installments through December 1, 2050.	91,100	93,540
2020 Series B: Issued $241,625 in October 2020 at 5.00% due in varying installments through December 1, 2050. Interest is paid each June 1 and December 1.	233,145	237,490
2021 Series A: Issued $250,000 in April 2021 at 3.00% to 5.00% due in varying installments through December 1, 2051. Interest is paid each June 1 and December 1.	237,100	241,555

NOTE 9 DEBT *(continued)*

The following table is a summary of debt outstanding: *(continued)*

	May 31, 2025	May 31, 2024
Mainline Senior Debt (continued)	*(In Thousands)*	
Mainline Senior Bonds (continued)		
2021 Series B: Issued $385,800 in July 2021 at 4.00% to 5.00% due in varying installments through December 1, 2051. Interest is paid each June 1 and December 1.	$ 371,130	$ 376,265
2021 Series C: Issued $275,000 in November 2021 at 3.00% to 5.00% due in varying installments through December 1, 2051. Interest is paid each June 1 and December 1.	254,560	254,560
2022 Series A: Issued $254,730 in September 2022 at 4.125% to 5.00% due in varying installments through December 1, 2041. Interest is paid each June 1 and December 1.	254,730	254,730
2022 Series B: Issued $293,840 in December 2022 at 5.00% to 5.25% due in varying installments through December 1, 2052. Interest is paid each June 1 and December 1.	284,730	289,395
2023 Series A: Issued $400,000 in September 2023 at 4.25% to 5.25% due in varying installments through December 1, 2053. Interest is paid each June 1 and December 1.	397,460	400,000
2023 Series B: Issued $190,125 in November 2023 at a variable rate (determined by the Remarketing Agent in accordance with the procedures detailed in the Bond Official Statement, paid the 1st of each month). Due in varying installments through December 1, 2043.	180,930	190,125
2024 Series A: Issued $205,835 in January 2024 at 5.00% due in varying installments through December 1, 2044. Interest is paid each June 1 and December 1.	205,835	205,835
2024 Series C: Issued $300,000 in June 2024 at 5.00% to 5.25% due in varying installments through December 1, 2054. Interest paid each June 1 and December 1.	300,000	-
2024 First Series: Issued $280,495 in September 2024 at 5.00% due in varying installments through December 1, 2044. Interest is paid each June 1 and December 1.	280,495	-
2025 Second Series: Issued $250,640 in March 2025 at 5.00% due in varying installments through December 1, 2045. Interest is paid each June 1 and December 1.	250,640	-
2025 Series A: Issued $350,000 in March 2025 at 4.125% to 5.25% due in varying installments through December 1, 2055. Interest is paid each June 1 and December 1.	350,000	-
Total Mainline Senior Bonds	7,028,395	6,824,410
Mainline Senior Direct Placements & Direct Borrowings		
2019 EB-5 Loan (3rd Tranche): Issued $52,000 in November 2019 at 2.00% due on November 5, 2024. Interest is paid each June 1 and December 1. Fully refunded in November 2024.	-	52,000
2020 EB-5 Loan (4th Tranche): Issued $36,500 in January 2020 at 2.00% due on January 21, 2025. Interest is paid each June 1 and December 1. Fully refunded in January 2025.	-	36,500
2024 Series B: Issued $90,000 in February 2024 at 2.00% to 4.00% due in varying installments through on December 1, 2054. Interest is paid each June 1 and December 1. Fully refunded in January 2025.	-	90,000
2024 Forward Delivery: Issued $233,015 in October 2024 at 3.75% due in varying installments through December 1, 2037. Interest is paid each June 1 and December 1.	233,015	-
2024 Second Series: Issued $43,890 in November 2024 at 5.00% due in varying installments through December 1, 2053. Interest is paid each June 1 and December 1.	43,890	-
2024 Series B Converted: Issued $90,000 in January 2025 at 4.00% due in varying installments through December 1, 2054. Interest is paid each June 1 and December 1.	90,000	-
2025 First Series: Issued $30,420 in January 2025 at 5.00% due in varying installments through December 1, 2054. Interest is paid each June 1 and December 1.	30,420	-
Total Mainline Senior Direct Placements & Direct Borrowings	397,325	178,500
Total Mainline Senior Debt	7,425,720	7,002,910
Mainline Subordinate Debt (consisting of Subordinate Revenue Debt and Motor License Fund-Enhanced Subordinate Special Revenue Debt)		
Mainline Subordinate Revenue Debt		
Mainline Subordinate Bonds		
2009 Series C Subordinate Revenue: Issued $99,998 in July 2009 at 6.25%, due in varying installments through June 1, 2033. Interest compounded semi-annually until June 1, 2016, thereafter paid each June 1 and December 1. Series C issued as Capital Appreciation Bonds (CABs). Compounded interest to be paid at maturity or earlier redemption. Partially refunded in March 2023 and October 2024.	121,035	126,080

NOTE 9 DEBT *(continued)*

The following table is a summary of debt outstanding: *(continued)*

	May 31, 2025	May 31, 2024
	(In Thousands)	
Mainline Subordinate Debt (consisting of Subordinate Revenue Debt and Motor License Fund-Enhanced Subordinate Special Revenue Debt) (continued) *Mainline Subordinate Revenue Debt (continued)*		
Mainline Subordinate Bonds (continued)		
2009 Series E Subordinate Revenue: Issued $200,005 in October 2009 at 6.00% to 6.375%, due in varying installments through December 1, 2038. Interest compounded semi-annually until December 1, 2017, thereafter paid each June 1 and December 1. Series E issued as CABs. The compounded interest to be paid at maturity or earlier redemption. Partially refunded in March 2023 and October 2024.	$ 255,585	$ 281,625
2010 Sub-Series C-1, C-2, C-3 Subordinate Revenue: Issued $138,916 in October 2010 at 4.25% to 5.45%. Sub-Series C-1 due in varying installments through December 1, 2040. Sub-Series C-2 issued as convertible CABs. Interest compounded semi-annually until December 1, 2015, thereafter paid each June 1 and December 1. Compound interest paid at maturity or earlier redemption. Sub Series C-3 issued as CABs with interest paid at maturity or earlier redemption. Sub-series C-2 partially refunded in June 2016, July 2017 and final refunding in November 2017. Sub-Series C-1 partially refunded in December 2017 and final refunding in November 2019. Sub-Series C-3 partially defeased in November 2020.	4,541	8,866
2012 Series B Subordinate Revenue: Issued $121,065 in October 2012 at 2.00% to 5.00%, due in varying installments through December 1, 2042. Interest paid each June 1 and December 1. Partially refunded in December 2017, November 2019, February 2020 and October 2024. Partially defeased in November 2020.	-	40,075
2013 Series A Subordinate Revenue: Issued $71,702 in April 2013 at 3.125% to 5.00%, due in varying installments through December 1, 2043. Sub-Series A-1 Serial bond interest paid each June 1 and December 1. Sub-Series A-1 Term bond interest paid each June 1 and December 1. Sub-Series A-2 issued as convertible CABs. Interest to be compounded semi-annually until December 1, 2018, thereafter paid each June 1 and December 1. Partially refunded February 2020 and October 2024. Partially defeased in November 2020.	44,320	46,720
2013 Sub-Series B-1, B-2, B-3 Subordinate Revenue: Issued $108,708 in October 2013 at 2.00% to 6.10%, due in varying installments through December 1, 2043. Sub-Series B-1 interest paid each June 1 and December 1. Sub-Series B-2 issued as convertible CABs. Interest to be compounded semi-annually until December 1, 2028, thereafter paid each June 1 and December 1. Compound interest paid at maturity or earlier redemption. Sub-Series B-3 interest paid each June 1 and December 1. Sub-Series B-3 partially refunded in December 2017, February 2020, March 2023 and October 2024. Sub Series B-1 partially refunded in February 2020. Sub Series B-1 partially defeased in November 2020. Sub Series B-1 fully refunded in October 2024.	55,270	84,839
2014 Sub-Series A-1, A-2, A-3 Subordinate Revenue: Issued $148,300 in April 2014 at 2.00% to 5.44%, due in varying installments through December 1, 2043. Sub-Series A-1 interest paid each June 1 and December 1. Sub-Series A-2 issued as convertible CABs. Interest to be compounded semi-annually until June 1, 2024, thereafter paid each June 1 and December 1. Compound interest paid at maturity or earlier redemption. Sub-Series B-3 issued as CABs with interest paid at maturity or earlier redemption. Sub-Series A-1 partially defeased in November 2020. Sub-Series A-1 partially refunded in March 2023. Sub-Series A-1 fully refunded in October 2024.	69,130	129,167
2014 Series B Subordinate Revenue: Issued $201,395 in October 2014 at 5.00% to 5.25% due in varying installments through December 1, 2044. Interest paid each June 1 and December 1. Partially refunded in March 2023. Fully refunded in October in 2024.	-	136,215
2015 Series A-1 Subordinate Revenue: Issued $209,010 in April 2015 at 3.00% to 5.25% due in varying installments through December 1, 2045. Interest is paid each June 1 and December 1. Partially refunded in March 2023.	178,450	180,000
2015 Series B Subordinate Revenue: Issued $192,215 in October 2015 at 4.00% to 5.00% due in varying installments through December 1, 2045. Interest is paid each June 1 and December 1. Partially refunded in July 2017, November 2017 and December 2017. Partially defeased in November 2020. Partially refunded in March 2023.	102,200	104,145
2016 First Series Subordinate Revenue Refunding: Issued $360,990 in February 2016 at 3.00% to 5.00% due in varying installments through June 1, 2038. Interest is paid each June 1 and December 1. Partially defeased in May 2020. Partially refunded in March 2023.	177,620	190,200
2016 Series A-1 Subordinate Revenue: Issued $203,700 in April 2016 at 3.00% to 5.00% due in varying installments through December 1, 2046. Interest is paid each June 1 and December 1. Partially defeased in November 2020. Partially refunded in March 2023.	175,070	176,965
2016 Series A-2 Subordinate Revenue: Issued $185,455 in April 2016 at 5.00% due in varying installments through June 1, 2033. Interest is paid each June 1 and December 1. Partially refunded in October 2024.	87,805	156,950
2016 Second Series Subordinate Revenue Refunding: Issued $649,545 in June 2016 at 3.00% to 5.00% due in varying installments through June 1, 2039. Interest is paid each June 1 and December 1. Partially refunded in October 2024.	420,795	583,295

NOTE 9 DEBT *(continued)*

The following table is a summary of debt outstanding: *(continued)*

	May 31, 2025	May 31, 2024
	(In Thousands)	
Mainline Subordinate Debt (consisting of Subordinate Revenue Debt and Motor License Fund-Enhanced Subordinate Special Revenue Debt) (continued) *Mainline Subordinate Revenue Debt (continued)*		
Mainline Subordinate Bonds (continued)		
2016 Third Series Sub-Series A Subordinate Revenue Refunding: Issued $255,455 in October 2016 at 3.375% to 5.00% due in varying installments through December 1, 2041. Interest is paid each June 1 and December 1. Partially refunded in October 2024.	$ 202,205	$ 255,455
2016 Third Series Sub-Series B Subordinate Revenue Refunding (Federally Taxable): Issued $75,755 in October 2016 at 1.175% to 2.928% due in varying installments through December 1, 2025. Interest is paid each June 1 and December 1.	10,220	20,160
2017 Series A Subordinate Revenue: Issued $284,275 in January 2017 at 4.00% to 5.50% due in varying installments through December 1, 2046. Interest is paid each June 1 and December 1. Partially refunded in March 2023 and October 2024.	188,290	204,515
2017 Series B-1 Subordinate Revenue: Issued $379,115 in July 2017 at 5.00% To 5.25%. Due in varying installments through June 1, 2047. Interest paid each June 1 and December 1. Partially refunded in October 2024.	346,340	377,830
2017 Series B-2 Subordinate Revenue: Issued $371,395 in July 2017 at 4.00% to 5.00%. Due in varying installments through June 1, 2039. Interest paid each June 1 and December 1. Partially defeased in May 2020. Partially refunded in October 2024.	304,630	368,315
2017 Second Series Subordinate Revenue Refunding: Issued $150,425 in November 2017 at 5.00%. Due in varying installments through December 1, 2037. Interest paid each June 1 and December 1.	150,425	150,425
2017 Third Series Subordinate Revenue Refunding: Issued $143,585 in December 2017 at 4.00% to 5.00%. Due in varying installments through December 1, 2040. Interest paid each June 1 and December 1.	143,585	143,585
2019 Series A Subordinate Revenue: Issued $722,970 in June 2019 at 4.00% to 5.00%. Due in varying installments through December 1, 2049. Interest paid each June 1 and December 1.	721,010	722,970
2019 First Series Subordinate Revenue Refunding (Federally Taxable): Issued $86,730 in November 2019 at 2.16% to 3.78%. Due in varying installments through December 1, 2042. Interest paid each June 1 and December 1. Partially defeased in November 2020. Partially refunded in March 2023 and October 2024.	47,915	78,690
2020 First Series Subordinate Revenue Refunding (Federally Taxable): Issued $134,310 in February 2020 at 1.81% to 3.45%. Due in varying installments through December 1, 2043. Interest paid each June 1 and December 1. Partially defeased in November 2020. Partially refunded in March 2023 and October 2024.	100,405	115,985
2021 Series A Subordinate Revenue: Issued $465,730 in January 2021 at 3.00% to 4.00%. Due in varying installments through December 1, 2050. Interest paid each June 1 and December 1.	465,730	465,730
2021 Series B Subordinate Revenue: Issued $393,790 in July 2021 at 3.00% to 5.00%. Due in varying installments through December 1, 2051. Interest paid each June 1 and December 1.	393,790	393,790
2023 First Series Subordinate Revenue Refunding: Issued $343,800 in March 2023 at 5.00%. Due in varying installments through December 1, 2043. Interest paid each June 1 and December 1.	343,800	343,800
2024 First Series Subordinate Revenue Refunding: Issued $585,140 in October 2024 at 5.00%. Due in varying installments through December 1, 2043. Interest paid each June 1 and December 1.	585,140	-
Total Mainline Subordinate Bonds	5,695,306	5,886,392
Mainline Subordinate Direct Placements & Direct Borrowings		
2022 First Series Subordinate Revenue Refunding: Issued $291,850 in April 2022 at a variable rate (based on SIFMA + .37% reset weekly, paid the 1st of each month commencing on June 1, 2022). Due in varying installments through December 1, 2041.	291,850	291,850
Total Mainline Subordinate Direct Placements & Direct Borrowings	291,850	291,850
Total Mainline Subordinate Debt	5,987,156	6,178,242

NOTE 9 DEBT *(continued)*

The following table is a summary of debt outstanding: *(continued)*

	May 31, 2025	May 31, 2024
	(In Thousands)	
Mainline Subordinate Debt (consisting of Subordinate Revenue Debt and Motor License Fund-Enhanced Subordinate Special Revenue Debt) (continued)		
Mainline Subordinate Revenue Debt (continued)		
Motor License Fund-Enhanced Subordinate Special Revenue Debt		
2010 Sub-Series A-1, A-2, A-3 Motor License Fund-Enhanced Subordinate Special Revenue: Issued $187,816 in July 2010 at 4.50% to 5.50%. Sub-Series A-1 due in varying installments through December 1, 2038. Interest paid each June 1 and December 1. Sub-Series A-2 issued as convertible CABs. Interest compounded semi-annually until December 1, 2015, thereafter paid each June 1 and December 1. Compound interest paid at maturity or earlier redemption. Sub-Series A-3 issued as CABs. Compounded interest to be paid at maturity or earlier redemption. Sub-Series A-2 was partially refunded in October 2016 and final refunding in November 2017. Sub-Series A-1 was partially refunded in November 2017 and final refunding in December 2017.	$ 56,505	$ 53,620
2010 Sub-Series B-1, B-2, B-3 Motor License Fund-Enhanced Subordinate Special Revenue: Issued $105,299 in October 2010 at 3.95% to 5.125%, due in varying installments through December 1, 2040. Sub-Series B-1 interest paid each June 1 and December 1. Sub-Series B-2 issued as convertible CABs. Interest compounded semi-annually until December 1, 2015, thereafter paid each June 1 and December 1. Compound interest paid at maturity or earlier redemption. Sub-Series B-3 issued as CABs with interest paid at maturity or earlier redemption. Sub-Series B-2 was partially refunded in October 2016 and July 2017 and final refunding in November 2017. Sub-Series B-1 was partially refunded in December 2017, November 2019 and fully refunded in February 2020.	4,627	9,049
2012 Series B Motor License Fund-Enhanced Subordinate Special Revenue: Issued $92,780 in October 2012 at 3.00% to 5.00%, due in varying installments through December 1, 2042. Interest paid each June 1 and December 1. Partially refunded in July 2017 and December 2017, November 2019 and February 2020.	11,875	12,025
2013 Series A Motor License Fund-Enhanced Subordinate Special Revenue: Issued $92,465 in April 2013 at 3.00% to 5.00%, due in varying installments through December 1, 2043. Interest paid each June 1 and December 1. Partially refunded in July 2017, November 2017, December 2017, November 2019 and February 2020.	500	500
2013 Sub-Series B-1, B-2, B-3 Motor License Fund-Enhanced Subordinate Special Revenue: Issued $101,731 in October 2013 at 2.00% to 5.875%, due in varying installments through December 1, 2043. Sub-Series B-1 interest paid each June 1 and December 1. Sub-Series B-2 issued as convertible CABs. Interest to be compounded semi-annually until December 1, 2028, thereafter paid each June 1 and December 1. Compound interest paid at maturity or earlier redemption. Sub-Series B-3 interest paid each June 1 and December 1. Partially refunded in July 2017, November 2017, December 2017 and February 2020.	45,908	46,620
2014 Series A Motor License Fund-Enhanced Subordinate Special Revenue: Issued $59,740 in April 2014 at 4.50% to 4.90%, due in varying installments through December 1, 2044. Series A were issued as convertible CABs. Interest to be compounded semi-annually until December 1, 2021, thereafter paid each June 1 and December 1. Compound interest paid at maturity or earlier redemption.	84,940	84,940
2016 First Series Motor License Fund-Enhanced Subordinate Special Revenue Refunding: Issued $79,865 in October 2016 at 5.00% due in varying installments through December 1, 2036. Interest is paid each June 1 and December 1.	70,810	73,975
2017 First Series Motor License Fund-Enhanced Subordinate Special Revenue Refunding: Issued $45,390 in July 2017 at 5.00%, due in varying installments through June 1, 2028. Interest due each June 1 and December 1.	34,950	42,570
2017 Second Series Motor License Fund-Enhanced Subordinate Special Revenue Refunding: Issued $243,675 in November 2017 at 5.00%, due in varying installments through December 1, 2041. Interest due each June 1 and December 1.	243,675	243,675
2017 Third Series Motor License Fund-Enhanced Subordinate Special Revenue Refunding: Issued $164,240 in December 2017 at 4.00% to 5.00%, due in varying installments through December 1, 2040. Interest due each June 1 and December 1.	164,240	164,240
2019 First Series Motor License Fund-Enhanced Subordinate Special Revenue Refunding (Federally Taxable): Issued $151,130 in November 2019 at 2.01% to 3.58%, due in varying installments through December 1, 2043. Interest due each June 1 and December 1.	148,280	148,945
2020 First Series Motor License Fund-Enhanced Subordinate Special Revenue Refunding (Federally Taxable): Issued $92,750 in February 2020 at 1.76% to 3.25%, due in varying installments through December 1, 2043. Interest due each June 1 and December 1.	90,125	90,530
Total Motor License Fund-Enhanced Subordinate Special Revenue Debt	956,435	970,689

NOTE 9 DEBT *(continued)*

The following table is a summary of debt outstanding: *(continued)*

	May 31, 2025	May 31, 2024
	(In Thousands)	
Mainline Subordinate Debt (consisting of Subordinate Revenue Debt and Motor License Fund-Enhanced Subordinate Special Revenue Debt) (continued)		
Mainline Subordinate Revenue Debt (continued)		
Motor License Fund-Enhanced Subordinate Special Revenue Debt (continued)		
Total Mainline Subordinate Debt (consisting of Subordinate Revenue Debt and Motor License Fund-Enhanced Subordinate Special Revenue Debt)	$ 6,943,591	$ 7,148,931
Total Mainline Senior and Subordinate Debt	14,369,311	14,151,841
Oil Franchise Tax Senior Debt		
2009 Series A, B, C Oil Franchise Tax Revenue: Issued $164,181 in October 2009. Series A issued at 2.00% to 5.85%, due in varying installments through December 1, 2023. Series B (Build America Bonds, Issuer Subsidy, Federally Taxable) issued at 5.85%, due in varying installments through December 1, 2037. Interest paid each June 1 and December 1. Series C issued as CABs at 5.30%. Interest on the CABs is deferred until maturity on December 1, 2039. Sub-Series A-2 partially refunded in September 2016. Sub Series A-1 fully refunded in September 2021.	162,197	160,411
2013 Series A Oil Franchise Tax Revenue Refunding: Issued $27,785 in October 2013 at 2.50% to 5.00%, due in varying installments through December 1, 2024. Interest paid each June 1 and December 1.	-	9,895
2016 Series A Oil Franchise Tax Revenue Refunding: Issued $198,595 in September 2016 at 4.00% to 5.00% due in varying installments through December 1, 2032. Interest paid each June 1 and December 1.	136,930	140,455
2018 Series A Oil Franchise Tax Revenue: Issued $231,385 in June 2018 at 5.00% to 5.25% due in varying installments through December 1, 2048. Interest paid each June 1 and December 1.	231,385	231,385
2021 Series A Oil Franchise Tax Revenue: Issued $327,520 in September 2021 at 3.00% to 5.00% due in varying installments through December 1, 2051. Interest paid each June 1 and December 1.	313,850	318,225
Total Oil Franchise Tax Senior Debt	844,362	860,371
Oil Franchise Tax Subordinate Debt		
2009 Series D, E Subordinate Oil Franchise Tax Revenue: Issued $134,065 in October 2009. Series D issued at 2.00% to 5.00%, due in varying installments through December 1, 2027. Series E (Build America Bonds, Issuer Subsidy, Federally Taxable) issued at 6.378%, due in varying installments through December 1, 2037. Sub-Series D-2 partially refunded in September 2016. Sub-Series D-1 and D-2 fully refunded in September 2021.	101,625	102,505
2013 Series B Subordinate Oil Franchise Tax Revenue: Issued $32,035 in October 2013 at 2.00% and 5.00%, due in varying installments through December 1, 2025. Interest paid each June 1 and December 1.	6,960	13,450
2016 Series B Subordinate Oil Franchise Tax Revenue Refunding: Issued $115,395 in September 2016 at 4.00% to 5.00% due in varying installments through December 1, 2032. Interest paid each June 1 and December 1.	75,850	75,850
2018 Series B Subordinate Oil Franchise Tax Revenue: Issued $210,480 in June 2018 at 5.00% to 5.25% due in varying installments through December 1, 2048. Interest paid each June 1 and December 1.	210,480	210,480
2021 Series B Subordinate Oil Franchise Tax Revenue : Issued $201,480 in September 2021 at 3.00% to 5.00% due in varying installments through December 1, 2053. Interest paid each June 1 and December 1.	193,825	197,680
Total Oil Franchise Tax Subordinate Debt	588,740	599,965
Total Oil Franchise Tax Senior and Subordinate Debt	1,433,102	1,460,336

NOTE 9 DEBT *(continued)*

The following table is a summary of debt outstanding: *(continued)*

	May 31, 2025	May 31, 2024
	(In Thousands)	
Motor License Registration Fee Debt		
Motor License Registration Fee Bonds		
2005 Series A: Issued $234,135 in August 2005 at 3.25% to 5.25%, due in varying installments through July 15, 2030. Interest paid each January 15 and July 15. Partially defeased in March 2019.	$ 75,395	$ 87,110
2023 Revenue Refunding: Issued $231,425 in September 2023 at a variable rate (based on SIFMA + .85%, reset weekly, paid the 15th of each month), due in varying installments through July 15, 2041.	231,425	231,425
Total Motor License Registration Fee Bonds	306,820	318,535
Total Debt Payable	16,109,233	15,930,712
Unamortized premium/discount	1,529,065	1,498,515
Total debt, net of unamortized premium/discount	17,638,298	17,429,227
Less: Current portion	338,919	411,085
Debt, noncurrent portion	$ 17,299,379	$ 17,018,142

As of May 31, 2025, the Commission had $689,175 in outstanding Direct Placements and Direct Borrowings. SIFMA was 1.97% on May 31, 2025.

As of May 31, 2024, the Commission had $470,350 in outstanding Direct Placements and Direct Borrowings. SIFMA was 3.36% on May 31, 2024.

NOTE 9 DEBT *(continued)*

The tables below summarize the total additions and total reductions in debt during fiscal years 2025 and 2024. Additions are the result of new debt issuances and bond accretion related to capital appreciation bonds. Reductions are the result of principal payments and bond refundings/defeasances.

	Balance at May 31, 2024	Additions	Reductions	Balance at May 31, 2025	Due Within One Year
			(In thousands)		
Mainline debt					
Mainline bonds *	$ 13,681,491	$ 1,776,955	$ 1,778,310	$ 13,680,136	$ 296,099
Mainline direct placements and borrowings	470,350	397,325	178,500	689,175	-
Total Mainline debt	14,151,841	2,174,280	1,956,810	14,369,311	296,099
Oil Franchise Tax debt					
Oil Franchise Tax bonds **	1,460,336	1,786	29,020	1,433,102	30,490
Total Oil Franchise Tax debt	1,460,336	1,786	29,020	1,433,102	30,490
Motor License Registration Fee debt					
Motor License Registration Fee bonds	318,535	-	11,715	306,820	12,330
Total Motor License Registration Fee debt	318,535	-	11,715	306,820	12,330
Total Debt Payable	15,930,712	2,176,066	1,997,545	16,109,233	338,919
Premium (discount), net	1,498,515	228,777	198,227	1,529,065	-
Total Debt Payable, net of premium (discount)	$ 17,429,227	$ 2,404,843	$ 2,195,772	$ 17,638,298	$ 338,919

* Mainline bonds FY25 additions related to bond issuances were $2,163,600 and FY25 additions related to bond accretions were $10,680.
** Oil Franchise Tax bonds FY25 additions related to bond accretions were $1,786.

	Balance at May 31, 2023	Additions	Reductions	Balance at May 31, 2024	Due Within One Year
			(In thousands)		
Mainline debt					
Mainline bonds *	$ 13,332,953	$ 808,568	$ 460,030	$ 13,681,491	$ 281,850
Mainline direct placements and borrowings	425,350	90,000	45,000	470,350	88,500
Total Mainline debt	13,758,303	898,568	505,030	14,151,841	370,350
Oil Franchise Tax debt					
Oil Franchise Tax bonds **	1,486,281	1,695	27,640	1,460,336	29,020
Total Oil Franchise Tax debt	1,486,281	1,695	27,640	1,460,336	29,020
Motor License Registration Fee debt					
Motor License Registration Fee bonds ***	98,235	231,425	11,125	318,535	11,715
Motor License Registration Fee direct placements and borrowings	231,425	-	231,425	-	-
Total Motor License Registration Fee debt	329,660	231,425	242,550	318,535	11,715
Total Debt Payable	15,574,244	1,131,688	775,220	15,930,712	411,085
Premium (discount), net	1,520,549	55,769	77,803	1,498,515	-
Total Debt Payable, net of premium (discount)	$ 17,094,793	$ 1,187,457	$ 853,023	$ 17,429,227	$ 411,085

* Mainline bonds FY24 additions related to bond issuances were $885,960 and FY24 additions related to bond accretions were $12,608.
** Oil Franchise Tax bonds FY24 additions related to bond accretions were $1,695.
*** Motor License Registration bonds FY24 additions related to bond issuances were $231,425.

NOTE 9 DEBT *(continued)*

Debt service requirements subsequent to May 31, 2025 related to all sections of debt are as follows:

Year Ending May 31	Bonds			Direct Borrowings and Direct Placements			Total Debt		
	Principal Maturities	Interest	Total	Principal Maturities	Interest	Total	Principal Maturities	Interest	Total
					(In thousands)				
2026	$ 338,919	$ 703,224	$ 1,042,143	$ -	$ 23,855	$ 23,855	$ 338,919	$ 727,079	$ 1,065,998
2027	385,595	694,292	1,079,887	605	23,496	24,101	386,200	717,788	1,103,988
2028	400,715	676,960	1,077,675	630	23,485	24,115	401,345	700,445	1,101,790
2029	436,700	657,573	1,094,273	650	23,438	24,088	437,350	681,011	1,118,361
2030	455,004	654,347	1,109,351	6,420	23,425	29,845	461,424	677,772	1,139,196
2031 - 2035	2,745,920	2,852,982	5,598,902	146,765	111,312	258,077	2,892,685	2,964,294	5,856,979
2036 - 2040	3,892,313	2,143,069	6,035,382	167,970	74,644	242,614	4,060,283	2,217,713	6,277,996
2041 - 2045	3,521,607	1,303,267	4,824,874	201,825	40,805	242,630	3,723,432	1,344,072	5,067,504
2046 - 2050	2,477,135	490,802	2,967,937	7,945	36,578	44,523	2,485,080	527,380	3,012,460
2051 - 2055	744,655	82,178	826,833	156,365	22,089	178,454	901,020	104,267	1,005,287
2056 - 2060	21,495	1,129	22,624	-	-	-	21,495	1,129	22,624
	$ 15,420,058	$ 10,259,823	$ 25,679,881	$ 689,175	$ 403,127	$ 1,092,302	$ 16,109,233	$ 10,662,950	$ 26,772,183

The Commission's purpose for issuing debt is as follows:

- Mainline Senior Debt is issued for the purpose of financing the costs of various capital projects in the Commission's Ten-Year Capital Plan and for refunding outstanding Mainline Senior Debt.

  In fiscal year 2025, the Commission issued $1,578,460,000 of Mainline Senior Debt; $650,000,000 was issued to finance the costs of various capital projects and $928,460,000 was issued to refund and repay outstanding Mainline Senior Debt.

  In fiscal year 2024, the Commission issued $885,960,000 of Mainline Senior Debt; $634,786,548 was issued to finance the costs of various capital projects and $251,173,452 was issued to refund and repay outstanding Mainline Senior Debt.

- Mainline Subordinate Debt is issued to refund outstanding Subordinate Debt which was originally issued for the purpose of financing a portion of the costs of making payments to the Pennsylvania Department of Transportation in accordance with Act 44 and Act 89. See Note 11 for additional information regarding Act 44 and Act 89.

  In fiscal year 2025, the Commission issued $585,140,000 of Mainline Subordinate Debt to refund and repay outstanding Mainline Subordinate Debt.

  The Commission did not issue any Mainline Subordinate Debt during fiscal year ended May 31, 2024.

NOTE 9 DEBT *(continued)*

- Oil Franchise Tax Debt and Motor License Registration Fee Debt are issued for the purpose of financing the costs of capital expenditures related to the Mon/Fayette and Southern Beltway expansion projects and to refund outstanding Oil Franchise Tax Debt and Motor License Registration Fee Debt.

  The Commission did not issue any Oil Franchise Tax Debt during the fiscal years ended May 31, 2025 or 2024.

  The Commission did not issue any Motor License Registration Fee Debt during the fiscal year ended May 31, 2025.

  In fiscal year 2024, the Commission issued $231,425,000 of Motor License Registration Fee Debt to refund and repay outstanding Motor License Registration Fee Debt.

The issuance of new debt is conducted in accordance with the terms of the applicable Trust Indenture and approval of the Commissioners.

Mainline Debt Requirements and Recent Activity

The Amended and Restated Trust Indenture of 2001 requires that tolls be adequate to provide funds to cover current expenses and: (1) provide funds in an amount not less than the greater of 130% of the maximum principal and interest requirements for the succeeding year, or (2) 100% of the maximum principal and interest payments for the next fiscal year plus the amount required for maintenance of the Turnpike System as determined by the Commission's Consulting Engineer. If any deficiencies occur, the Commission is obligated to raise tolls accordingly.

As disclosed in Note 3, the Commission's Trust Indentures impose certain restrictions and requirements. The Commission's Trust Indenture for the Turnpike Subordinate Revenue Bonds requires that the Commission establish and maintain schedules of tolls for traffic over the Turnpike System as required by the Senior Indenture and, in addition, the amount paid into the General Reserve Fund of the Senior Indenture in each fiscal year and for each Commission Payment, will be at least sufficient to provide funds in an amount not less than: (1) 115% of the Annual Debt Service for each fiscal year on account of all outstanding Revenue Bonds and Revenue Bonds Parity Obligations; (2) 100% of the Annual Debt Service for such fiscal year on account of all Outstanding Guaranteed Bonds, Guaranteed Bonds Parity Obligations and Subordinated Indebtedness; and (3) any payment by the Commission required by the Subordinate Indenture for restoring a deficiency in the Debt Service Fund within an 18-month period.

The Commission's Mainline Senior Debt (including Direct Placements and Borrowings) contains a provision that in an unresolved event of default and following a vote of the bondholders, outstanding amounts become immediately due if the Commission is unable to make payment.

NOTE 9 DEBT *(continued)*

Mainline Debt Requirements and Recent Activity *(continued)*

In fiscal year 2017, the Commission entered into a loan agreement to borrow, over a possible eight-year period, up to $800.0 million in 16 tranches of up to $50.0 million each through the Immigrant Investor Program (known as the EB-5 visa program) administered by the U.S. Citizenship and Immigration Services. The Commission is borrowing this money to fund a portion of the costs of certain capital projects included in the Commission's current Ten-Year Capital Plan. Such debt is issued under the Senior Indenture on parity with the Turnpike Revenue Bonds. As of May 31, 2025, the Commission does not have outstanding principal related to EB-5 borrowings. The outstanding principal related to these EB-5 borrowings was $88.5 million as of May 31, 2024.

In June 2020, the Commission secured a $200.0 million revolving line of credit from PNC Bank, N. A. with a one-year term. The Commission was authorized to draw this money for general working capital purposes, funding/reimbursing necessary reserves and the payment of debt service on Bonds under the Senior Indenture. The Commission renewed the line of credit in fiscal year 2024 and again in fiscal year 2025, but did not draw on the line of credit in either of these fiscal years. As of May 31, 2025 and 2024, there was no outstanding principal related to this Line of Credit.

Under the Commonwealth's Act 44 of 2007, the Commission may issue up to $5.0 billion of Special Revenue Bonds guaranteed by the Commonwealth's Motor License Fund. The Special Revenue Bonds authorized by Act 44 are subject to various limitations, including, among others, the following: the aggregate amount of such Special Revenue Bonds is limited to $5.0 billion; no more than $600.0 million of Special Revenue Bonds may be issued in any calendar year; debt service on the Special Revenue Bonds shall be payable from any available funds of the Commission, but are additionally secured by amounts payable from the Commonwealth's Motor License Fund which is required to pay any debt service shortfall. All Special Revenue Bond debt service payments are subordinate obligations of the Commission payable solely from certain money in, or periodically released from, the General Reserve Fund after meeting all other Commission requirements pursuant to any financial documents, financial covenants, insurance policies, liquidity policies or agreements in effect at the Commission. Pursuant to the Commonwealth's Act 89 of 2013, Special Revenue Bonds may not be issued by the Commission to fund any portion of its annual payment obligation to PennDOT after July 1, 2014, although Special Revenue Refunding Bonds may be issued. The outstanding principal related to these Special Revenue Bonds was $956.4 million and $970.7 million as of May 31, 2025 and 2024, respectively.

NOTE 9 DEBT *(continued)*

Mainline Debt Requirements and Recent Activity *(continued)*

The commitment of the Commonwealth's Motor License Fund to provide additional security to pay any Special Revenue Bond debt service shortfall shall continue until the retirement or defeasance of any Special Revenue Bonds or until October 13, 2057, whichever is sooner. To date, the Commission has made all required Special Revenue Bond debt service payments. No funds have been drawn or requested from the Commonwealth's Motor License Fund for Special Revenue Bond debt service during the current reporting period or any prior reporting periods. In the event that the Commonwealth's Motor License Fund would be required to make a Special Revenue Bond debt service payment, a provision of the Amended Lease and Funding Agreement, executed between the Commission and PennDOT, requires the Commission to reimburse the Motor License Fund for any Special Revenue Bond debt service payments plus interest accruing to the date of the Commission's failure to pay the debt service. The obligation of the Commission to reimburse the Motor License Fund for any Special Revenue Bond debt service payment is a subordinate obligation of the Commission and is payable only from amounts, if any, in the Commission's General Reserve Fund as permitted by any Commission financing documents, financial covenants, insurance policies, liquidity policies, or agreements in effect at the Commission.

In September 2023, the Commission issued $400,000,000 of 2023 Series A Senior Revenue Bonds at a fixed rate with a maturity of December 1, 2053. The 2023 Series A Senior Revenue Bonds were primarily issued to finance the cost of various capital expenditures set forth in the Commission's Ten-Year Capital Plan, including but not limited to the reconstruction of roadbed and roadway, the widening, replacing and redecking of certain bridges and/or rehabilitation of certain interchanges, to refund a portion of the 2013 Series C Senior Revenue Bonds ($15,895,000) and the 2018 EB-5 Loan 2nd Tranche ($45,000,000), and for paying the costs of issuing the 2023 Series A Senior Revenue Bonds. The current refunding of the 2013 Series C Senior Revenue Bonds and the 2018 EB-5 Loan 2nd Tranche allowed the Commission to reduce its debt service by approximately $1.9 million. The transaction resulted in an economic gain of $1.4 million.

In November 2023, the Commission issued $190,125,000 of 2023 Series B Senior Revenue Refunding Bonds at a variable rate with a maturity of December 1, 2043. The 2023 Series B Senior Revenue Refunding Bonds were primarily issued to refund the 2018 Series A-1 Senior Revenue Bonds ($117,745,000) and 2018 Series B Senior Revenue Bonds ($71,200,000), obtain the TD Letter of Credit as a Credit Facility in connection with the 2023 Series B Senior Revenue Refunding Bonds and for paying the costs of issuing the 2023 Series B Senior Revenue Refunding Bonds.

NOTE 9 DEBT *(continued)*

Mainline Debt Requirements and Recent Activity *(continued)*

In January 2024, the Commission issued $205,835,000 of 2024 Series A Senior Revenue Bonds at a fixed rate with a maturity of December 1, 2044. The 2024 Series A Senior Revenue Bonds were primarily issued to finance the cost of various capital expenditures set forth in the Commission's Ten-Year Capital Plan, including but not limited to the reconstruction of roadbed and roadway, the widening, replacing and redecking of certain bridges and/or rehabilitation of certain interchanges and for paying the costs of issuing the 2024 Series A Senior Revenue Bonds.

In February 2024, the Commission issued $90,000,000, as a Direct Placement, 2024 Series B Senior Revenue Bonds at a fixed rate with a maturity of December 1, 2054. The 2024 Series B Senior Revenue Bonds were primarily issued to finance the cost of various capital expenditures set forth in the Commission's Ten-Year Capital Plan, including but not limited to the reconstruction of roadbed and roadway, the widening, replacing and redecking of certain bridges and/or rehabilitation of certain interchanges and for paying the costs of issuing the 2024 Series B Senior Revenue Bonds.

In June 2024, the Commission issued $300,000,000 of 2024 Series C Senior Revenue Bonds at a fixed rate with a maturity of December 1, 2054. The 2024 Series C Senior Revenue Bonds were primarily issued to finance the cost of various capital expenditures set forth in the Commission's Ten-Year Capital Plan, including but not limited to the reconstruction of roadbed and roadway, the widening, replacing and redecking of certain bridges and/or rehabilitation of certain interchanges and for paying the costs of issuing the 2024 Series C Senior Revenue Bonds.

In September 2024, the Commission issued $280,495,000 of 2024 First Series Senior Revenue Refunding Bonds at a fixed rate with a maturity of December 1, 2044. The 2024 First Series Senior Revenue Refunding Bonds were primarily issued to finance the cost of refunding the 2012 Series A Senior Revenue Bonds ($5,680,000), a portion of the 2014 Series A Senior Revenue Bonds ($150,275,000), and a portion the 2014 Series C Senior Revenue Bonds ($160,305,000), and for paying the costs of issuing the 2024 First Series Senior Revenue Refunding Bonds. The refunding of the 2012 Series A Senior Revenue Bonds, the 2014 Series A Senior Revenue Bonds, and the 2014 Series C Senior Revenue allowed the Commission to reduce its debt service by approximately $54.2 million. The transaction resulted in an economic gain of $38.4 million.

NOTE 9 DEBT *(continued)*

Mainline Debt Requirements and Recent Activity *(continued)*

In October 2024, the Commission issued $585,140,000 of 2024 First Series Subordinate Revenue Refunding Bonds at a fixed rate with a maturity of December 1, 2043. The 2024 First Series Subordinate Revenue Refunding Bonds were primarily issued to finance the cost of purchasing the Purchased Refunded Bonds pursuant to the Tender Offer for the 2009 Series C Subordinate Revenue Bonds ($5,045,000), 2009 Series E Subordinate Revenue Bonds ($26,040,000), 2016 Third Series A Subordinate Revenue Refunding Bonds ($53,250,000), 2016 Series A-2 Subordinate Revenue Bonds ($39,310,000), 2016 Second Subordinate Revenue Refunding Bonds ($128,450,000), 2017 Series A Subordinate Revenue Bonds ($14,145,000), 2017 Series B-1 Subordinate Revenue Bonds ($29,795,000), 2017 Series B-2 Subordinate Revenue Bonds ($63,425,000), 2019 First Series Subordinate Revenue Refunding Bonds (Federally Taxable) ($30,325,000), and 2020 First Series Subordinate Revenue Refunding Bonds (Federally Taxable) ($7,750,000); defeasing and redeeming the Defeased Refunded Bonds of the 2012 Series B Subordinate Revenue Bonds ($36,125,000), 2013 Series A Subordinate Revenue Bonds ($580,000), 2013 Series B-1 Subordinate Revenue Bonds ($11,005,000), 2013 Series B-3 Subordinate Revenue Bonds ($17,925,000), 2014 Series A-1 Subordinate Revenue Bonds ($61,130,000), 2014 Series B Subordinate Revenue Bonds ($136,215,000); and paying for the costs of issuing the 2024 First Series Subordinate Revenue Refunding Bonds. The bond transactions of the 2009 Series C Subordinate Revenue Bonds, 2009 Series E Subordinate Revenue Bonds, 2012 Series B Subordinate Revenue Bonds, 2013 Series A Subordinate Revenue Bonds, 2013 Series B-1 Subordinate Revenue Bonds, 2013 Series B-3 Subordinate Revenue Bonds, 2014 Series A-1 Subordinate Revenue Bonds, 2014 Series B Subordinate Revenue Bonds, 2016 Third Series A Subordinate Revenue Refunding Bonds, 2016 Series A-2 Subordinate Revenue Bonds, 2016 Second Subordinate Revenue Refunding Bonds, 2017 Series A Subordinate Revenue Bonds, 2017 Series B-1 Subordinate Revenue Bonds, 2017 Series B-2 Subordinate Revenue Bonds, 2019 First Series Subordinate Revenue Refunding Bonds (Federally Taxable), and 2020 First Series Subordinate Revenue Refunding Bonds (Federally Taxable) allowed the Commission to reduce its debt service by approximately $111.9 million. The transaction resulted in an economic gain of $78.6 million.

NOTE 9 DEBT *(continued)*

Mainline Debt Requirements and Recent Activity *(continued)*

In October 2024, the Commission issued $233,015,000, as a Direct Placement, of 2024 Forward Delivery Refunding Senior Revenue Bonds at a fixed rate with a maturity of December 1, 2037. The 2024 Forward Delivery Refunding Senior Revenue Bonds were primarily issued to finance the cost of the current refunding of a portion of the 2014 Series A Senior Revenue Bonds ($59,535,000), 2014 Series Refunding Revenue Bonds ($98,790,000), and a portion of 2014 Series C Senior Revenue Bonds ($74,690,000); and paying for the costs of issuing the 2024 Forward Delivery Refunding Senior Revenue Bonds. The refunding of the 2014 Series A Senior Revenue Bonds, 2014 Series Refunding Revenue Bonds, and 2014 Series C Senior Revenue Bonds allowed the Commission to reduce its debt service by approximately $29.7 million. The transaction resulted in an economic gain of $23.2 million.

In November 2024, the Commission issued $43,890,000, as a Direct Placement, of 2024 Second Series Senior Revenue Refunding Bonds at a fixed rate with a maturity of December 1, 2053. The 2024 Second Series Senior Revenue Bonds were issued in exchange for the cancellation of the 2019 EB-5 3rd Tranche ($52,000,000) and paying for the costs of issuing the 2024 Second Series Senior Revenue Bonds.

In January 2025, the Commission issued $90,000,000 of 2024 Series B Senior Revenue Bonds (Converted Direct Placement) at a fixed rate with a maturity of December 1, 2054. The 2024 Series B Senior Revenue Bonds (Converted Direct Placement) were issued in exchange for the cancellation of the Direct Placement 2024 Series B Senior Revenue Bonds ($90,000,000) and paying for the costs of issuing the 2024 Series B Senior Revenue Bonds.

In January 2025, the Commission issued $30,420,000, as a Direct Placement, of 2025 First Series Senior Revenue Refunding Bonds at a fixed rate with a maturity of December 1, 2054. The 2025 First Series Senior Revenue Refunding Bonds were issued in exchange for the cancellation of the 2020 EB-5 4th Tranche ($36,500,000) and paying for the costs of issuing the 2025 First Series Senior Revenue Refunding Bonds.

In March 2025, the Commission issued $350,000,000 of 2025 Series A Senior Revenue Bonds at a fixed rate with a maturity of December 1, 2055. The 2025 Series A Senior Revenue Bonds were primarily issued to finance the cost of various capital expenditures set forth in the Commission’s Ten-Year Capital Plan, including but not limited to the reconstruction of roadbed and roadway, the widening, replacing and redecking of certain bridges and/or rehabilitation of certain interchanges and for paying the costs of issuing the 2025 Series A Senior Revenue Bonds.

NOTE 9 DEBT *(continued)*

Mainline Debt Requirements and Recent Activity *(continued)*

In March 2025, the Commission issued $250,640,000 of 2025 Second Series Senior Revenue Refunding Bonds at a fixed rate with a maturity of December 1, 2045. The 2025 Second Series Senior Revenue Refunding Bonds were primarily issued to finance the cost of refunding the 2015 Series A-1 Senior Revenue Bonds ($286,670,000) and for paying the costs of issuing the 2025 Second Series Senior Revenue Refunding Bonds. The refunding of the 2015 Series A-1 Senior Revenue Bonds allowed the Commission to reduce its debt service by approximately $37.6 million. The transaction resulted in an economic gain of $27.1 million.

Debt service requirements subsequent to May 31, 2025 related to the Mainline debt are as follows:

Year Ending May 31	Bonds			Direct Borrowings and Direct Placements			Total Debt		
	Principal Maturities	Interest	Total	Principal Maturities	Interest	Total	Principal Maturities	Interest	Total
					(In thousands)				
2026	$ 296,099	$ 623,975	$ 920,074	$ -	$ 23,855	$ 23,855	$ 296,099	$ 647,830	$ 943,929
2027	340,560	617,253	957,813	605	23,496	24,101	341,165	640,749	981,914
2028	353,365	602,226	955,591	630	23,485	24,115	353,995	625,711	979,706
2029	386,925	585,299	972,224	650	23,437	24,087	387,575	608,736	996,311
2030	402,674	584,642	987,316	6,420	23,425	29,845	409,094	608,067	1,017,161
2031 - 2035	2,456,750	2,545,818	5,002,568	146,765	111,312	258,077	2,603,515	2,657,130	5,260,645
2036 - 2040	3,571,786	1,876,494	5,448,280	167,970	74,644	242,614	3,739,756	1,951,138	5,690,894
2041 - 2045	3,173,247	1,135,638	4,308,885	201,825	40,805	242,630	3,375,072	1,176,443	4,551,515
2046 - 2050	2,110,385	408,095	2,518,480	7,945	36,578	44,523	2,118,330	444,673	2,563,003
2051 - 2055	566,850	67,386	634,236	156,365	22,090	178,455	723,215	89,476	812,691
2056 - 2060	21,495	1,129	22,624	-	-	-	21,495	1,129	22,624
	$ 13,680,136	$ 9,047,955	$ 22,728,091	$ 689,175	$ 403,127	$ 1,092,302	$ 14,369,311	$ 9,451,082	$ 23,820,393

Oil Franchise Tax Debt Requirements and Recent Activity

The Oil Franchise Tax Revenue Bonds are secured by a pledge and assignment by the Commission to the Trustee of: (1) all proceeds from the Commission's allocation of the Commonwealth's Oil Company Franchise Tax; (2) the Commission's right to receive its allocation of the Oil Company Franchise Tax and any portion of the allocation actually received by the Commission; (3) all monies deposited into accounts or funds created by the 1998 Indenture, as supplemented; and, (4) all investment earnings on all monies held in accounts and funds established by the 1998 Indenture.

The 1998 Indenture requires the Commission to petition the General Assembly of the Commonwealth of Pennsylvania for additional funds in the event that the Commission's allocation of the Oil Company Franchise Tax is inadequate to pay maximum principal and interest payments for the succeeding year.

NOTE 9 DEBT *(continued)*

Oil Franchise Tax Debt Requirements and Recent Activity *(continued)*

The Commission's Oil Franchise Tax Debt contains a provision that in an unresolved event of default and following a vote of the bondholders, outstanding amounts become immediately due if the Commission is unable to make payment.

Debt service requirements subsequent to May 31, 2025 related to Oil Franchise Tax debt are as follows:

Year Ending May 31	Bonds			Direct Borrowings and Direct Placements			Total Debt		
	Principal Maturities	Interest	Total	Principal Maturities	Interest	Total	Principal Maturities	Interest	Total
					(In thousands)				
2026	$ 30,490	$ 68,997	$ 99,487	$ -	$ -	$ -	$ 30,490	$ 68,997	$ 99,487
2027	32,060	67,452	99,512	-	-	-	32,060	67,452	99,512
2028	33,690	65,828	99,518	-	-	-	33,690	65,828	99,518
2029	35,400	64,122	99,522	-	-	-	35,400	64,122	99,522
2030	37,200	62,327	99,527	-	-	-	37,200	62,327	99,527
2031 - 2035	210,595	278,549	489,144	-	-	-	210,595	278,549	489,144
2036 - 2040	211,477	252,280	463,757	-	-	-	211,477	252,280	463,757
2041 - 2045	297,635	166,646	464,281	-	-	-	297,635	166,646	464,281
2046 - 2050	366,750	82,707	449,457	-	-	-	366,750	82,707	449,457
2051 - 2055	177,805	14,792	192,597	-	-	-	177,805	14,792	192,597
	$ 1,433,102	$ 1,123,700	$ 2,556,802	$ -	$ -	$ -	$ 1,433,102	$ 1,123,700	$ 2,556,802

Motor License Registration Fee Debt Requirements and Recent Activity

Pursuant to Section 20 of Act 3, the Commonwealth appropriates $28.0 million of Act 3 revenues to the Commission annually. The $28.0 million is payable to the Commission in the amount of $2.3 million per month. The Motor License Registration Fee Revenue Bonds are secured by a pledge and assignment by the Commission to the Trustee of any receipts, revenues and other moneys received by the Trustee on or after the date of the Indenture from the Commission's allocation of Act 3 revenues and any income earned on any fund or account established pursuant to the Indenture.

The Commission's Motor License Registration Fee Debt contains a provision that in an unresolved event of default and following a vote of the bondholders, outstanding amounts become immediately due if the Commission is unable to make payment.

In September 2023, the Commission issued $231,425,000 of 2023 Series Motor License Registration Fee Revenue Refunding Bonds at a variable rate with a maturity date of July 15, 2041. The 2023 Motor License Registration Fee Revenue Refunding Bonds were issued to refund the 2005 Series B Motor License Registration Fee Revenue Bonds ($77,140,000), 2005 Series C Motor License Registration Fee Revenue Bonds ($77,140,000), and 2005 Series D Motor License Registration Fee Revenue Bonds ($77,145,000) and paying for the costs of issuing the 2023 Series Motor License Registration Fee Revenue Refunding Bonds.

NOTE 9 DEBT *(continued)*

Motor License Registration Fee Debt Requirements and Recent Activity *(continued)*

Debt service requirements subsequent to May 31, 2025 related to Motor License Registration Fee debt are as follows:

Year Ending May 31	Bonds			Direct Borrowings and Direct Placements			Total Debt		
	Principal Maturities	Interest	Total	Principal Maturities	Interest	Total	Principal Maturities	Interest	Total
					(In thousands)				
2026	$ 12,330	$ 10,252	$ 22,582	$ -	$ -	$ -	$ 12,330	$ 10,252	$ 22,582
2027	12,975	9,587	22,562	-	-	-	12,975	9,587	22,562
2028	13,660	8,906	22,566	-	-	-	13,660	8,906	22,566
2029	14,375	8,152	22,527	-	-	-	14,375	8,152	22,527
2030	15,130	7,378	22,508	-	-	-	15,130	7,378	22,508
2031 - 2035	78,575	28,615	107,190	-	-	-	78,575	28,615	107,190
2036 - 2040	109,050	14,295	123,345	-	-	-	109,050	14,295	123,345
2041 - 2045	50,725	983	51,708	-	-	-	50,725	983	51,708
	$ 306,820	$ 88,168	$ 394,988	$ -	$ -	$ -	$ 306,820	$ 88,168	$ 394,988

Defeased Bonds

In both the current and prior years, the Commission defeased certain revenue bonds by placing funds in irrevocable trusts to provide for all future debt service payments on the defeased bonds. Accordingly, the trust account assets and the liability for the defeased bonds were not included in the Commission's financial statements. As of May 31, 2025 and 2024, the Commission had $382.2 million and $133.8 million, respectively, of defeased bonds outstanding.

Arbitrage

The Tax Reform Act of 1986 instituted certain arbitrage restrictions with respect to the issuance of tax-exempt debt bonds after August 31, 1986. Arbitrage regulations deal with the investment of all tax-exempt bond proceeds at an interest yield greater than the interest yield paid to bondholders. Generally, all interest paid to bondholders can be retroactively rendered taxable if rebates are not reported and paid to the Internal Revenue Service (IRS) at least every five years. The Commission had a total arbitrage liability of $11.7 million and $8.2 million for fiscal years ended May 31, 2025 and 2024, respectively. The arbitrage liability recorded as accounts payable and accrued liabilities was $35,400 and $0.4 million as of May 31, 2025 and 2024, respectively. The arbitrage liability recorded as other noncurrent liabilities was $11.6 million and $7.8 million as of May 31, 2025 and 2024, respectively.

NOTE 9 DEBT *(continued)*

Swap Payments and Associated Debt

Net swap payments and related debt service requirements for hedged debt related to all sections subsequent to May 31, 2025, assuming current interest rates remain the same for the term of the agreements, are as follows:

Year Ending May 31	Bonds				Direct Borrowings and Direct Placements				Total Debt			
	Principal Maturities	Interest	Hedging	Total	Principal Maturities	Interest	Hedging	Total	Principal Maturities	Interest	Hedging	Total
	(In thousands)											
2026	$ 23,340	$ 16,632	$ 15,556	$ 55,528	$ -	$ 7,442	$ (4,217)	$ 3,225	$ 23,340	$ 24,074	$ 11,339	$ 58,753
2027	24,375	16,166	15,166	55,707	-	7,442	(4,217)	3,225	24,375	23,608	10,949	58,932
2028	41,143	15,555	14,523	71,221	-	7,454	(4,243)	3,211	41,143	23,009	10,280	74,432
2029	44,180	14,688	13,697	72,565	-	7,430	(4,217)	3,213	44,180	22,118	9,480	75,778
2030	47,630	13,801	12,744	74,175	-	7,442	(4,217)	3,225	47,630	21,243	8,527	77,400
2031 - 2035	232,322	53,462	47,573	333,357	-	37,211	(21,113)	16,098	232,322	90,673	26,460	349,455
2036 - 2040	246,990	24,465	17,483	288,938	90,025	32,043	(18,198)	103,870	337,015	56,508	(715)	392,808
2041 - 2045	70,027	4,541	815	75,383	201,825	4,228	(2,405)	203,648	271,852	8,769	(1,590)	279,031
2046 - 2050	21,918	1,551	19	23,488	-	-	-	-	21,918	1,551	19	23,488
2051 - 2055	4,725	46	-	4,771	-	-	-	-	4,725	46	-	4,771
	$ 756,650	$ 160,907	$137,576	$ 1,055,133	$ 291,850	$110,692	$ (62,827)	$339,715	$1,048,500	$271,599	$ 74,749	$ 1,394,848

Mainline net swap payments and related debt service requirements for hedged debt subsequent to May 31, 2025 for 2019 Second Series Senior Revenue Bonds, 2020 Second Series Senior Revenue Bonds, 2020 Series A Senior Revenue Bonds, 2022 First Series Subordinate Revenue Refunding Bonds (Direct Placement), and 2023 Series B Senior Revenue Refunding Bonds are as follows:

Year Ending May 31	Bonds				Direct Borrowings and Direct Placements				Total Debt			
	Principal Maturities	Interest	Hedging	Total	Principal Maturities	Interest	Hedging	Total	Principal Maturities	Interest	Hedging	Total
	(In thousands)											
2026	$ 23,340	$ 10,015	$ 10,392	$ 43,747	$ -	$ 7,442	$ (4,217)	$ 3,225	$ 23,340	$ 17,457	$ 6,175	$ 46,972
2027	24,375	9,549	10,002	43,926	-	7,442	(4,217)	3,225	24,375	16,991	5,785	47,151
2028	41,143	8,920	9,367	59,430	-	7,454	(4,243)	3,211	41,143	16,374	5,124	62,641
2029	44,180	8,071	8,525	60,776	-	7,430	(4,217)	3,213	44,180	15,501	4,308	63,989
2030	47,630	7,184	7,580	62,394	-	7,442	(4,217)	3,225	47,630	14,626	3,363	65,619
2031 - 2035	160,672	25,029	25,396	211,097	-	37,211	(21,113)	16,098	160,672	62,240	4,283	227,195
2036 - 2040	137,940	10,170	6,342	154,452	90,025	32,043	(18,198)	103,870	227,965	42,213	(11,856)	258,322
2041 - 2045	19,302	3,558	47	22,907	201,825	4,228	(2,405)	203,648	221,127	7,786	(2,358)	226,555
2046 - 2050	21,918	1,551	19	23,488	-	-	-	-	21,918	1,551	19	23,488
2051 - 2055	4,725	46	-	4,771	-	-	-	-	4,725	46	-	4,771
	$525,225	$ 84,093	$ 77,670	$ 686,988	$291,850	$110,692	$ (62,827)	$ 339,715	$817,075	$ 194,785	$ 14,843	$1,026,703

NOTE 9 DEBT *(continued)*

Swap Payments and Associated Debt *(continued)*

Motor License net swap payments and related debt service requirements for hedged debt subsequent to May 31, 2025 for the 2023 Motor License Registration Fee Bonds are as follows:

Year Ending May 31	Bonds				Direct Borrowings and Direct Placements				Total Debt			
	Principal Maturities	Interest	Hedging	Total	Principal Maturities	Interest	Hedging	Total	Principal Maturities	Interest	Hedging	Total
	(In thousands)											
2026	$ -	$ 6,617	$ 5,164	$ 11,781	$ -	$ -	$ -	$ -	$ -	$ 6,617	$ 5,164	$ 11,781
2027	-	6,617	5,164	11,781	-	-	-	-	-	6,617	5,164	11,781
2028	-	6,635	5,156	11,791	-	-	-	-	-	6,635	5,156	11,791
2029	-	6,617	5,172	11,789	-	-	-	-	-	6,617	5,172	11,789
2030	-	6,617	5,164	11,781	-	-	-	-	-	6,617	5,164	11,781
2031 - 2035	71,650	28,433	22,177	122,260	-	-	-	-	71,650	28,433	22,177	122,260
2036 - 2040	109,050	14,295	11,141	134,486	-	-	-	-	109,050	14,295	11,141	134,486
2041 - 2045	50,725	983	768	52,476	-	-	-	-	50,725	983	768	52,476
	$231,425	$ 76,814	$ 59,906	$368,145	$ -	$ -	$ -	$ -	$231,425	$ 76,814	$ 59,906	$368,145

As rates vary, variable rate bond interest payments and net swap payments will vary.

NOTE 10 RETIREMENT BENEFITS

General Information about the Pension Plan

Plan Description

Pennsylvania State Employees' Retirement System (SERS) is the administrator of the State Employees' Retirement Fund (Defined Benefit Plan), which is a cost-sharing multiple-employer defined benefit pension plan. SERS is also the administrator of the State Employees' Defined Contribution Plan (Defined Contribution Plan), which was established as part of Act 2017-5. The Defined Contribution Plan opened for enrollment on January 1, 2019. Both the Defined Benefit Plan and Defined Contribution Plan were established by the Commonwealth of Pennsylvania (Commonwealth) to provide retirement benefits for employees of state government and certain independent agencies. The Defined Benefit and Defined Contribution Plans operate under separate trusts. The assets of the Defined Benefit Plan are held in the State Employees' Retirement Fund (pension fund). Assets in the Defined Contribution Plan (investment plan) are held in a trust with ownership attributed to individual participant investment accounts.

NOTE 10 RETIREMENT BENEFITS *(continued)*

General Information about the Pension Plan *(continued)*

Plan Description (continued)

Membership in SERS is mandatory for most Commission (and other state) employees. Act 2017-5 changed the benefit structure for most new employees effective January 1, 2019, which created a hybrid plan with two class of service options (defined benefit/defined contribution) as well as a defined contribution-only plan option. Article II of the Commonwealth's constitution assigns the authority to establish and amend the benefit provision of the plan to the General Assembly. Separately issued financial statements for SERS can be obtained at *www.sers.pa.gov*.

Benefits Provided

SERS provides retirement, death, and disability benefits. Member retirement benefits of the pension plan are determined by taking years of credited service multiplied by final average salary multiplied by the annual accrual rate. Commission employees participate in one of the following class of service categories: Class A, Class AA, Class A3, Class A4, Class A5 or Class A6. Class A5 and Class A6 became effective January 1, 2019. These classes are considered part of the Hybrid Plan as they include participation in both the pension fund and the investment plan. Employees are also eligible to elect participation solely in the investment plan, under the 401(a) DC class of service. According to the State Employees' Retirement Code (SERC), all obligations of SERS will be assumed by the Commonwealth should SERS terminate.

Contributions

SERS retirement code (71 Pa. C.S.) requires that all SERS participating employers make contributions to the pension fund on behalf of all active members and annuitants necessary to fund the liabilities and provide the annuity reserves required to pay benefits. The SERS retirement code requires that all SERS-participating employers make contributions to the investment plan on behalf of all active participants. The SERS funding policy, as set by the State Employees' Retirement Board (SERB), provides for periodic active member/participant contributions at statutory rates for both the pension fund and investment plan. The Defined Benefit Plan funding policy also provides for periodic employer contributions at actuarially determined rates based on Defined Benefit Plan funding valuation, expressed as a percentage of annual retirement covered payroll, such that they, along with employee contributions and an actuarially determined investment rate of return, are adequate to accumulate assets to pay benefits when due. The SERS funding policy also provides for periodic employer contributions at statutory rates for the investment plan.

NOTE 10 RETIREMENT BENEFITS *(continued)*

General Information about the Pension Plan *(continued)*

Contributions (continued)

The Commission's retirement contribution, as a percentage of covered payroll, by class is as follows:

Year Ended June 30	Class A	Class AA	Class A3	Class A4	Class A5	Class A6	401(a) DC
2025	31.74%	40.33%	27.09%	27.09%	19.09%	19.09%	19.04%
2024	32.24	41.09	27.60	27.60	19.65	19.65	19.60
2023	30.44	38.82	26.05	26.05	18.43	18.43	18.37

Contributions to the pension fund from the Commission were $35.4 million and $34.8 million for the fiscal years ended May 31, 2025 and 2024, respectively. Contributions to the investment plan from the Commission were $0.5 million and $0.3 million for the fiscal years ended May 31, 2025 and 2024, respectively. With the passing of Act 2020-94, forfeitures after July 1, 2020 are used to offset future administrative costs of the investment plan.

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

As of May 31, 2025, the Commission reported a liability of $283.8 million for its proportionate share of the net pension liability of the pension fund. The net pension liability was measured as of December 31, 2024, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Commission's proportion of the net pension liability was based on a projected-contribution method. This methodology applies the most recently calculated contribution rates for Commonwealth fiscal year 2025-2026, from the December 31, 2024 funding valuation, to the expected funding payroll. As of December 31, 2024, the Commission's proportionate share of the net pension liability was 1.41%, which was an increase of 0.01% from its proportion measured as of December 31, 2023.

For the fiscal year ended May 31, 2025, the Commission recognized pension expense of $24.2 million related to the pension fund. For the fiscal year ended May 31, 2025, the Commission recognized pension expense of $0.6 million related to the investment plan.

NOTE 10 RETIREMENT BENEFITS *(continued)*

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions *(continued)*

As of May 31, 2025, the Commission reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
	(In thousands)	
Differences between expected and actual experience	$ 12,864	$ 317
Net difference between projected and actual investment earnings on pension plan investments	8,333	-
Changes of assumptions	4,999	-
Differences between employer contributions and proportionate share of contributions	734	341
Changes in proportion	727	13,602
Commission contributions subsequent to measurement date	17,074	-
	$ 44,731	$ 14,260

The $17.1 million reported as deferred outflows of resources related to pensions resulting from Commission contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the fiscal year ending May 31, 2026. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as net (decreases) increases in pension expense as follows:

Year Ending May 31	
	(In thousands)
2026	$ 4,043
2027	16,578
2028	(6,517)
2029	(1,085)
2030	378
	$ 13,397

As of May 31, 2024, the Commission reported a liability of $296.6 million for its proportionate share of the net pension liability of the pension fund. The net pension liability was measured as of December 31, 2023, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Commission's proportion of the net pension liability was based on a projected-contribution method. This methodology applies the most recently calculated contribution rates for Commonwealth fiscal year 2024-2025, from the December 31, 2023 funding valuation, to the expected funding payroll. As of December 31, 2023, the Commission's proportionate share of the net pension liability was 1.40%, which was a decrease of 0.05% from its proportion measured as of December 31, 2022.

NOTE 10 RETIREMENT BENEFITS *(continued)*

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions *(continued)*

For the fiscal year ended May 31, 2024, the Commission recognized pension expense of $17.5 million related to the pension fund. For the fiscal year ended May 31, 2024, the Commission recognized pension expense of $0.4 million related to the investment plan.

As of May 31, 2024, the Commission reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
	(In thousands)	
Differences between expected and actual experience	$ 8,373	$ 603
Net difference between projected and actual investment earnings on pension plan investments	23,301	-
Changes of assumptions	12,781	-
Differences between employer contributions and proportionate share of contributions	706	651
Changes in proportion	-	28,540
Commission contributions subsequent to measurement date	16,642	-
	$ 61,803	$ 29,794

Actuarial Method and Assumptions

Every five years, SERS is required to conduct an actuarial experience study to determine whether the assumptions used in its annual actuarial valuations remain accurate based on current and anticipated demographic trends and economic conditions. The actuary, under oversight of the Pennsylvania State Employees' Retirement Board (SERB), reviewed economic assumptions (such as the assumed future investment returns and salary increases) as well as demographic assumptions (such as employee turnover, retirement, disability, and death rates). The *19th Investigation of Actuarial Experience* study for the period 2015 – 2019 was released and approved by the SERB in July 2020, and the recommended assumption changes were effective with the December 31, 2020 valuation. SERS experience studies can be viewed at *www.SERS.pa.gov.*

The actuary and SERB review the investment rate of return annually, in addition to the normal five-year experience study cycle, in recognition of changing market environments to ensure this assumption remains reasonable with each actuarial valuation. In June 2024, the SERB deliberated and decided to maintain the 6.875% Defined Benefit Plan investment rate of return assumption for the December 31, 2024 valuation.

NOTE 10 RETIREMENT BENEFITS *(continued)*

Actuarial Methods and Assumptions *(continued)*

The following methods and assumptions were used in the actuarial valuation for the December 31, 2024 and 2023 measurement dates:

	December 31, 2024	December 31, 2023
Actuarial cost method	Entry age	Entry age
Amortization method	Straight-line amortization of investments over five years and amortization of assumption changes and non-investment gains/losses over the average expected remaining service lives of all employees that are provided benefits	Straight-line amortization of investments over five years and amortization of assumption changes and non-investment gains/losses over the average expected remaining service lives of all employees that are provided benefits
Investment rate of return	6.875% net of manager fees, including inflation	6.875% net of manager fees, including inflation
Projected salary increases	Average of 4.58% with range of 3.30% - 6.95%, including inflation	Average of 4.55% with range of 3.30% - 6.95%, including inflation
Asset valuation method	Fair value	Fair value
Inflation	2.50%	2.50%
Mortality rate	Projected PubG-2010 and PubNS-2010 Mortality Tables adjusted for actual plan experience and future improvement	Projected PubG-2010 and PubNS-2010 Mortality Tables adjusted for actual plan experience and future improvement
Cost-of-living adjustments (COLA)	Ad hoc	Ad hoc

NOTE 10 RETIREMENT BENEFITS *(continued)*

Actuarial Methods and Assumptions *(continued)*

The long-term expected real rate of return on pension plan investments is determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. Best estimates of geometric real rates of return for each major asset class included in the pension plan's target asset allocation as of December 31, 2024 and 2023 are summarized in the following tables:

As of December 31, 2024:

Asset Class	Target Allocation	Long-term Expected Rate
Private Equity	16.00%	6.25%
Real Estate	7.00%	5.15%
U.S. Equity	37.00%	5.15%
International Developed Markets Equity	14.00%	5.00%
Emerging Markets Equity	2.00%	5.20%
Fixed Income	19.00%	2.85%
Inflation Protection (TIPS)	3.00%	2.55%
Cash	2.00%	0.50%
Total	100.00%	

As of December 31, 2023:

Asset Class	Target Allocation	Long-term Expected Rate
Private Equity	16.00%	6.00%
Real Estate	7.00%	4.80%
U.S. Equity	31.00%	4.85%
International Developed Markets Equity	14.00%	4.75%
Emerging Markets Equity	5.00%	4.95%
Fixed Income	22.00%	1.75%
Inflation Protection (TIPS)	3.00%	1.50%
Cash	2.00%	0.25%
Total	100.00%	

NOTE 10 RETIREMENT BENEFITS *(continued)*

Discount Rate

The discount rate, or investment rate of return, used to measure the total pension liability was 6.875% in 2024 and 2023. The projection of cash flows used to determine the discount rate assumed that contributions from pension plan members will be made at the current contribution rates and that contributions from participating employers will be made at actuarially determined rates as set by statute. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current pension plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the Commission's Proportionate Share of the Net Pension Liability to Change in the Discount Rate

The following schedule presents the Commission's proportionate share of the 2024 and 2023 net pension liability calculated using the discount rate of 6.875% for both years. It also shows what the Commission's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

	1.0% Decrease to 5.875%	Current Discount Rate of 6.875%	1.0% Increase to 7.875%
		(In thousands)	
Commission's share of the net pension liability as of the 12/31/24 measurement date	$ 379,289	$ 283,823	$ 203,222
Commission's share of the net pension liability as of the 12/31/23 measurement date	$ 389,200	$ 296,572	$ 218,352

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position is available in the separately issued financial statements for SERS.

Payables to the Pension Plan

As of May 31, 2025 and 2024, the Commission reported a $1.5 million and $1.4 million liability, respectively, within accounts payable and accrued liabilities on the Statement of Net Position for the Commission's share of contributions that had not yet been paid to SERS. As of May 31, 2025 and 2024, $24,900 and $17,200, respectively, of the amount payable to SERS was allocated to the investment plan with the remainder allocated to the pension fund.

NOTE 11 COMMITMENTS AND CONTINGENCIES

The Commission is a defendant in a number of legal proceedings pertaining to matters normally incidental to routine operations. Such litigation includes, but is not limited to, claims asserted against the Commission arising from alleged torts, alleged breaches of contracts, and condemnation proceedings. Tort claims against the Commission are generally barred by sovereign immunity, except as waived by statute. Further, to the extent waived, damages for any loss are limited by sovereign immunity to $250,000 for each person and $1,000,000 for each accident. Based on the current status of these legal proceedings, it is the opinion of Commission management and counsel that they will not have a material effect on the Commission's financial position.

Act 44 and Act 89

On July 18, 2007, Act 44 was enacted, creating a "public-public partnership" between the Commission and PennDOT to provide funding for roads, bridges and transit throughout the Commonwealth. Subsequently, in order to, among other things, effectuate the provisions of Act 44 requiring the Commission to make substantial annual payments to PennDOT as described in the following paragraphs, the Commission and PennDOT entered into a Lease and Funding Agreement (the Act 44 Funding Agreement), incorporating many of the terms of Act 44.

The Act 44 Funding Agreement also granted the Commission the option to lease the portion of Interstate 80 (I-80) located in the Commonwealth from PennDOT upon, among other things, the approval of the Federal Highway Administration (FHWA) of the conversion of such portion into a toll road (the Conversion). The Conversion was not approved by FHWA and neither the Commission nor PennDOT appealed the decision. The Commission did not exercise its option to lease such portion of I-80, and the period during which the Commission could exercise its option under the Act 44 Funding Agreement lapsed on October 14, 2010 without the Commission effectuating the Conversion or having the ability to do so in the future, leaving all legal, financial and operational responsibility for I-80 solely with PennDOT.

Pursuant to Act 44 and the Act 44 Funding Agreement, the Commission is obligated to make scheduled annual payments to PennDOT (*Act 44/Act 89 Payments*). Previously, aggregate annual payments in the amount of $450.0 million were due through 2057, payable in equal quarterly installments, with $200.0 million of the scheduled annual payments supporting road and bridge projects and $250.0 million supporting transit projects throughout the Commonwealth. However, commencing with fiscal year 2023, the Commission's current annual Act 44/Act 89 Payment obligation was reduced to $50.0 million. See the following paragraphs for more information on the total amount paid by the Commission under the Amended Funding Agreement.

NOTE 11 COMMITMENTS AND CONTINGENCIES *(continued)*

Act 44 and Act 89 *(continued)*

On November 25, 2013, Act 89 was enacted to provide (i) substantial revenue enhancements to support investment in the Commonwealth's aging transportation infrastructure, and (ii) substantial reductions in the Commission's obligations with respect to the Act 44/Act 89 Payments. The revenue enhancements providing additional funds each year for investment in the Commonwealth's transportation infrastructure were fully implemented in fiscal year 2018.

Revisions to the Commission's Act 44/Act 89 Payment obligations enacted under Act 89 were implemented by Amendment Number One to Lease and Funding Agreement (the *Act 89 Amendment* and together with the Act 44 Funding Agreement, the *Original Amended Funding Agreement*) executed by the Commission and PennDOT on April 4, 2014.

In accordance with Act 89 and the Original Amended Funding Agreement, the Commission's aggregate annual Act 44/Act 89 Payment to PennDOT for fiscal year 2014 through fiscal year 2022 was $450.0 million, with at least $30.0 million of such annual amount required to be paid from current revenues, and the remainder funded by the proceeds of bonds issued under the Subordinate Revenue Indenture.

The Original Amended Funding Agreement was subsequently further amended, on July 31, 2018, by Amendment Number Two to Lease and Funding Agreement (the *Amendment Two)* and on June 11, 2020, by Amendment Number Three to the Lease and Funding Agreement (the *Amendment Three*, and together with the Original Amended Funding Agreement and Amendment Two, the *Amended Funding Agreement*) both of which were executed by all parties to provide current year adjustments for certain due dates for Act 44/Act 89 Payments in fiscal years 2019 through 2021.

Act 89 relieved the Commission from over $15.0 billion in future Act 44/Act 89 Payments to PennDOT during fiscal years 2023 through 2057 (the term of the Amended Funding Agreement), by reducing the Commission's aggregate annual Act 44/Act 89 Payments to PennDOT to $50.0 million, which amount must be paid from current revenues of the Commission.

The Commission is required by the terms of the Amended Funding Agreement and Act 44 to fix and adjust tolls at levels that will generate revenues (together with other available moneys) sufficient to pay, among other things, amounts to PennDOT pursuant to the Amended Funding Agreement when due and other obligations of the Commission, and the Commission has covenanted in the Subordinate Revenue Indenture to set tolls at a level sufficient to meet its coverage obligations taking into account any additional debt incurred in order to make such payments.

NOTE 11 COMMITMENTS AND CONTINGENCIES *(continued)*

Act 44 and Act 89 *(continued)*

Act 44 and Act 89 provide that all Act 44/Act 89 Payments shall be subordinate obligations of the Commission payable solely from the General Reserve Fund after meeting all other Commission requirements pursuant to any financial documents, financial covenants, liquidity policies or agreements in effect at the Commission.

Open Purchase Order Commitments

The Commission had open purchase order commitments of approximately $1.6 billion and $2.1 billion as of May 31, 2025 and 2024, respectively.

Interest Rate Swaps

The fair value and notional amounts of derivative instruments outstanding as of May 31, 2025 and 2024, classified by type and the changes in fair value of such derivative instruments for the years then ended as reported in the fiscal year 2025 and 2024 financial statements are as follows:

		Changes in Fair Value		Fair Value at May 31, 2025		
	May 31, 2024	Classification	Amount	Classification	Amount	Notional
			(In thousands)			
Cash flow hedges						
Pay-fixed interest rate swap	$ 109,724	Deferred (outflows)/inflows	$ (8,315)	Noncurrent liabilities	$ 101,409	$ 1,048,500
Investment derivative instruments						
Basis swaps	4,758	Investment earnings/(losses)	396	Noncurrent investments	5,154	412,235
Total PTC	$ 114,482		$ (7,919)		$ 106,563	

		Changes in Fair Value		Fair Value at May 31, 2024		
	May 31, 2023	Classification	Amount	Classification	Amount	Notional
			(In thousands)			
Cash flow hedges						
Pay-fixed interest rate swap	$ 50,765	Deferred (outflows)/inflows	$ 58,959	Noncurrent liabilities	$ 109,724	$ 1,070,843
Investment derivative instruments						
Basis swaps	2,493	Investment earnings/(losses)	2,265	Noncurrent investments	4,758	427,375
Total PTC	$ 53,258		$ 61,224		$ 114,482	

NOTE 11 COMMITMENTS AND CONTINGENCIES *(continued)*

Interest Rate Swaps *(continued)*

Fair Values

As of May 31, 2025 and 2024, the fair values of the Commission's derivative instruments were estimated beginning with the mid-market valuation. The mid-market valuation of the Commission's derivative instruments was estimated using the zero-coupon discounting method. This method calculates the future net settlement payments required by the swap, assuming that the current forward rates implied by the yield curve are the market's best estimate of future spot interest rates. These payments are then discounted using the spot rates implied by the current yield curve for a hypothetical zero-coupon rate bonds due on the date of each future net settlement payments on the swaps.

The fair value is then incorporated into the previously described mid-market valuation: 1) the credit risk of either the Commission or its counterparty (for a liability position or asset position, respectively) i.e. nonperformance risk; and 2) the bid/offer spread that would be charged to the Commission in order to transact. As the valuations are based on discounting future net cash flows to a single current amount, the approach being utilized is the income approach. The fair values rely primarily on Level 2 Inputs (observable inputs) – such as SOFR rates to build the yield curve.

Recent Activity – Cash Flow Hedges

On September 6, 2023, the 2005 Series B, C and D Motor License Registration Fee Revenue Bonds were refunded by the Commission's 2023 Series Motor License Registration Fee Revenue Refunding Bonds. The SIFMA Fixed Payer swaps previously associated with the 2005 Series B, C and D Motor License Registration Fee Revenue Bonds were deemed terminated and reassigned to the 2023 Series Motor License Registration Fee Revenue Refunding Bonds. There was no change in the notional amounts of these swap agreements (see (1) hedging derivative instruments listed in Note 11). The fair values at the time of deemed termination were negative $0.2 million with respect to the Bank of New York swap, negative $5.1 million with respect to the JP Morgan swap, negative $5.1 million with respect to the Bank of America swap and negative $5.1 million with respect to the Morgan Stanley swap. These amounts are being amortized until July 15, 2041, which is the final maturity of the swap.

NOTE 11 COMMITMENTS AND CONTINGENCIES *(continued)*

Interest Rate Swaps *(continued)*

Recent Activity – Cash Flow Hedges (continued)

On November 9, 2023, the 2018 Series A-1 Senior Revenue Bonds and 2018 Series B Senior Revenue Bonds were refunded by the Commission's 2023 Series B Senior Revenue Refunding Bonds. The swaps previously associated with the 2018 Series A-1 Senior Revenue Bonds and 2018 Series B Senior Revenue Bonds were deemed terminated and reassigned to the 2023 Series B Senior Revenue Refunding Bonds. There was no change in the notional amounts of these swap agreements (see (3) and (4) hedging derivative instruments listed in Note 11). The fair values at the time of deemed termination were:

(in millions)	Total	Goldman Sachs	Bank of America	Morgan Stanley	Bank of New York	JP Morgan
2018 A-1	$ 2.1	$ 0.7	$ 0.7	$ 0.7	n/a	n/a
2018 B	$ 2.4	n/a	$ 0.6	n/a	$ 0.6	$ 1.2

The 2018 A-1 amounts are being amortized until December 1, 2038, which is the final maturity of the swap. The 2018 B amounts are being amortized until December 1, 2030, which is the final maturity of the swap.

On December 8, 2023, the Commission amended its existing ISDA/CSA Agreement and fixed-payer callable interest rate swap with Barclays Bank PLC. Since the transaction has been positive to the Commission, the Commission elected to amend the CSA threshold for Barclays to $25.0 million at ratings of A+/A1 and above. (Under the ISDA, the Commission does not post collateral). In exchange, the fixed swap rate payable by the Commission was lowered by 4.5 bps (from 1.995% to 1.95%) up until the swap's first optional cancellation date of 9/3/2030.

NOTE 11 COMMITMENTS AND CONTINGENCIES *(continued)*

Interest Rate Swaps *(continued)*

Following is a summary of the hedging derivative instruments in place as of May 31, 2025 and 2024. All items are fixed interest rate swap types. These hedging derivative instruments contain risks and collateral requirements as described below (in thousands).

As of May 31, 2025:

	Objective	Notional Amount	Effective Date	Maturity Date	Terms	Counterparty	Moody's/ S&P/Fitch	Book Fair Value
1.	Hedge of changes of cash flows on the Series of 2023 Bonds (formerly 2005 Series B, C, D, Bonds)	$ 57,860	9/6/2023	7/15/2041	Pay 4.2015%, receive SIFMA	Bank of New York Mellon	Aa2/AA-/AA	$ 243
		57,845	9/6/2023	7/15/2041		JPMorgan Chase Bank	Aa2/AA-/AA	243
		57,860	9/6/2023	7/15/2041		Bank of America	Aa2/A+/AA	224
		57,860	9/6/2023	7/15/2041		Morgan Stanley CS ^	Aa3/A+/NR	224
		231,425						934
2.	Hedge of changes of cash flows of First Series of 2022 Sub Bonds (formerly 2017 Series A Sub Bonds)	291,850	4/28/2022	12/1/2041	Pay 1.8265%; receive 70.00% SOFR + 0.1831%	Royal Bank of Canada	Aa1/AA-/AA-	40,911
3.	Hedge of changes of cash flows of 2023 Series B Bonds (formerly 2018 A-1, 2014 B-1, 2008 B-1 & 2011 C Bonds)	5,732	11/9/2023	12/1/2038	Pay 4.887%, receive SIFMA	Goldman Sachs MMDP	Aa2/AA-/NR	(95)
		5,732	11/9/2023	12/1/2038		Bank of America	Aa2/A+/AA	(95)
		5,731	11/9/2023	12/1/2038		Morgan Stanley CS ^	Aa3/A+/NR	(94)
		17,195						(284)
4.	Hedge of changes of cash flows of 2023 Series B Bonds (formerly 2018 B, 2017 B-2, 2016 A-2, 2014 B-2 & 2012 B Bonds)	15,505	11/9/2023	12/1/2030	Pay 4.403%, receive 67.00% SOFR + 0.0769%	Bank of America	Aa2/A+/AA	(222)
		15,505	11/9/2023	12/1/2030		Bank of New York Mellon	Aa2/AA-/AA	(222)
		30,990	11/9/2023	12/1/2030		JPMorgan Chase Bank	Aa2/AA-/AA	(444)
		62,000						(888)
5.	Hedge of changes of cash flow on the 2nd Series of 2019 (formerly 2014 B-1, formerly 2008 B-1 & 2011 C Bonds)	46,605	6/4/2019	12/1/2038	Pay 4.887%, receive SIFMA	Goldman Sachs MMDP	Aa2/AA-/NR	6,223
		46,605	6/4/2019	12/1/2038		Bank of America	Aa2/A+/AA	6,248
		46,605	6/4/2019	12/1/2038		Morgan Stanley CS ^	Aa3/A+/NR	6,243
		139,815						18,714
6.	Hedge of changes of cash flows on the Series of 2020 Bonds (formerly 2013 Series B, 2009 Series C & 2011 Series D	18,038	6/23/2020	12/1/2030	Pay 4.403%, receive 67.00% SOFR + 0.0769%	Bank of America	Aa2/A+/AA	1,121
		18,037	6/23/2020	12/1/2030		Bank of New York Mellon	Aa2/AA-/AA	1,123
		36,052	6/23/2020	12/1/2030		JPMorgan Chase Bank	Aa2/AA-/AA	2,246
		72,127						4,490
7.	Hedge of changes of cash flow on the Series of 2020 (formerly 2014 B-1, formerly 2008 B-1 & 2011 C Bonds)	47,663	6/23/2020	12/1/2038	Pay 4.887%, receive SIFMA	Goldman Sachs MMDP	Aa2/AA-/NR	7,834
		47,663	6/23/2020	12/1/2038		Bank of America	Aa2/A+/AA	7,865
		47,664	6/23/2020	12/1/2038		Morgan Stanley CS ^	Aa3/A+/NR	7,858
		142,990						23,557
8.	Hedge of changes of cash flows on the 2020 Series A Bonds (new money)	91,098	8/20/2020	12/1/2050	Pay 1.950% until 9/3/2030, 1.995% thereafter; receive SIFMA	Barclay's	A1/A+/A+	13,975
	Total	$ 1,048,500						$ 101,409

Secured Overnight Financing Rate (SOFR) was 4.35% as of May 31, 2025.
SIFMA was 1.97% as of May 31, 2025.

^ Guaranteed by Morgan Stanley & Co. whose credit ratings at May 31, 2025 were 'A1/A-/A+' (Moody's/S&P/Fitch).

NOTE 11 COMMITMENTS AND CONTINGENCIES *(continued)*

Interest Rate Swaps *(continued)*

As of May 31, 2024:

Objective	Notional Amount	Effective Date	Maturity Date	Terms*	Counterparty	Moody's/ S&P/Fitch	Book Fair Value
1. Hedge of changes of cash flows on the Series of 2023 Bonds (formerly 2005 Series B, C, D, Bonds)	$ 57,860	9/6/2023	7/15/2041	Pay 4.2015%, receive SIFMA	Bank of New York Mellon	Aa2/AA-/AA	$ (73)
	57,845	9/6/2023	7/15/2041		JPMorgan Chase Bank	Aa2/A+/AA	(73)
	57,860	9/6/2023	7/15/2041		Bank of America	Aa1/A+/AA	(73)
	57,860	9/6/2023	7/15/2041		Morgan Stanley CS ^	Aa3/A+/NR	(73)
	231,425						(292)
2. Hedge of changes of cash flows of First Series of 2022 Sub Bonds (formerly 2017 Series A Sub Bonds)	291,850	4/28/2022	12/1/2041	Pay 1.8265%; receive 70.00% SOFR + 0.1831%	Royal Bank of Canada	Aa1/AA-/AA-	43,073
3. Hedge of changes of cash flows of 2023 Series B Bonds (formerly 2018 A-1, 2014 B-1, 2008 B-1 & 2011 C Bonds)	5,732	11/9/2023	12/1/2038	Pay 4.887%, receive SIFMA	Goldman Sachs MMDP	Aa2/AA-/NR	(82)
	5,732	11/9/2023	12/1/2038		Bank of America	Aa1/A+/AA	(82)
	5,731	11/9/2023	12/1/2038		Morgan Stanley CS ^	Aa3/A+/NR	(82)
	17,195						(246)
4. Hedge of changes of cash flows of 2023 Series B Bonds (formerly 2018 B, 2017 B-2, 2016 A-2, 2014 B-2 & 2012 B Bonds)	17,806	11/9/2023	12/1/2030	Pay 4.403%, receive 67.00% SOFR + 0.0769%	Bank of America	Aa1/A+/AA	(13)
	17,806	11/9/2023	12/1/2030		Bank of New York Mellon	Aa2/AA-/AA	(13)
	35,588	11/9/2023	12/1/2030		JPMorgan Chase Bank	Aa2/A+/AA	(25)
	71,200						(51)
5. Hedge of changes of cash flow on the 2nd Series of 2019 (formerly 2014 B-1, formerly 2008 B-1 & 2011 C Bonds)	46,605	6/4/2019	12/1/2038	Pay 4.887%, receive SIFMA	Goldman Sachs MMDP	Aa2/AA-/NR	6,887
	46,605	6/4/2019	12/1/2038		Bank of America	Aa1/A+/AA	6,904
	46,605	6/4/2019	12/1/2038		Morgan Stanley CS ^	Aa3/A+/NR	6,907
	139,815						20,698
6. Hedge of changes of cash flows on the Series of 2020 Bonds (formerly 2013 Series B, 2009 Series C & 2011 Series D	20,714	6/23/2020	12/1/2030	Pay 4.403%, receive 67.00% SOFR + 0.0769%	Bank of America	Aa1/A+/AA	1,776
	20,714	6/23/2020	12/1/2030		Bank of New York Mellon	Aa2/AA-/AA	1,780
	41,402	6/23/2020	12/1/2030		JPMorgan Chase Bank	Aa2/A+/AA	3,556
	82,830						7,112
7. Hedge of changes of cash flow on the Series of 2020 (formerly 2014 B-1, formerly 2008 B-1 & 2011 C Bonds)	47,663	6/23/2020	12/1/2038	Pay 4.887%, receive SIFMA	Goldman Sachs MMDP	Aa2/AA-/NR	8,627
	47,663	6/23/2020	12/1/2038		Bank of America	Aa1/A+/AA	8,646
	47,664	6/23/2020	12/1/2038		Morgan Stanley CS ^	Aa3/A+/NR	8,651
	142,990						25,924
8. Hedge of changes of cash flows on the 2020 Series A Bonds (new money)	93,538	8/20/2020	12/1/2050	Pay 1.950% until 9/3/2030, 1.995% thereafter; receive SIFMA	Barclay's	A1/A+/A+	13,506
Total	$ 1,070,843						$ 109,724

Secured Overnight Financing Rate (SOFR) was 5.34% as of May 31, 2024.
SIFMA was 3.36% as of May 31, 2024.

* LIBOR was permanently discontinued on June 30, 2023. Therefore, LIBOR was replaced by SOFR for the applicable swap agreements.

^ Guaranteed by Morgan Stanley & Co. whose credit ratings at May 31, 2024 were 'A1/A-/A+' (Moody's/S&P/Fitch).

NOTE 11 COMMITMENTS AND CONTINGENCIES *(continued)*

Interest Rate Swaps *(continued)*

- ***Credit Risk*** – The Commission is at risk that a counterparty will not fulfill their obligations under the agreement. Specifically, the Commission is exposed to credit risk for hedging derivative instruments that have positive full values from the counterparty and investment derivative instruments (see Note 4) that have positive fair values. As of May 31, 2025, the Commission has credit risk exposure with respect to the (2) and (8) hedging derivative instruments listed in Note 11 and with respect to the (B) and (C) investment derivative instruments listed in Note 4. However, should interest rates change and the fair values of the other swaps become positive, the Commission would have additional credit risk exposure.

  To mitigate the exposure to credit risk, the swap agreements include collateral provisions in the event of downgrades to the swap counterparties' credit ratings along with the values of the swaps exceeding certain thresholds specified in the swap agreement. The Commission's derivative instrument agreements contain netting provisions, under which transactions executed with a single counterparty within a credit are netted to determine collateral amounts. Collateral would be posted with a bank custodian and would be in the form of cash, U.S. Treasury Obligations, or U.S. Government Agency Securities. As of May 31, 2025, the Commission had net credit risk exposure to two counterparties pursuant to the provisions of the respective derivative instrument agreements. Neither counterparty was required to post collateral, either due to its credit ratings or because the swap value at year end was below the collateral threshold levels.

- ***Interest Rate Risk*** – The Commission will be exposed to variable interest rates if the swap provider for a variable-to-fixed swap agreement defaults or if a variable-to-fixed swap is terminated.

- ***Market-access Risk*** – The Commission is not exposed to market-access risk as of May 31, 2025 because none of the maturity dates of the hedging derivative instruments extend past the maturity date of the related debt.

NOTE 11 COMMITMENTS AND CONTINGENCIES *(continued)*

Interest Rate Swaps *(continued)*

- ***Basis Risk*** – The Commission is exposed to basis risk on its basis swaps because the variable-rate payments received by the Commission on these derivative instruments are based on rates other than the interest rates the Commission pays on these derivative instruments. See the investment derivative instrument schedule in Note 4 for the terms of the interest rate swap agreements. The Commission's exposure to basis risk for the swaps listed in Note 4 is as follows:

  (A) – To the extent SIFMA exceeds 63% of SOFR + 0.0721%+0.20%

  (B) – To the extent 67% of SOFR + 0.0767% exceeds 60.15% of the 10-year maturity of the USD-ISDA Fallback Swap Rate

  (C) – To the extent SIFMA exceeds 99.68% of SOFR + 0.2608%

- ***Termination Risk*** – The swap agreements may be terminated due to a number of circumstances and the Commission retains the option to terminate the swaps at any time. If a swap agreement is terminated (by either party), the respective variable-rate bond would no longer carry a synthetic fixed interest rate. Also, if at the time of termination, the swap had a negative fair value, the Commission would be liable to the swap counterparty for a liability equal to the swap's full value. It is generally the Commission's intent at the time of swap execution to maintain the swap transactions for the life of the financing.

- ***Collateral Requirements*** – The Commission's derivative instruments related to its Mainline Turnpike Revenue Bonds require the Commission to post collateral in the form of eligible securities or cash if its senior credit rating falls below specified thresholds. These thresholds vary from agreement to agreement, with most in the 'A3' (Moody's) and 'A-' (S&P and Fitch) levels. The Commission's Mainline Senior Bond rating was 'Aa3' from Moody's, 'AA-' from S&P and 'AA-' from Fitch as of May 31, 2025. The Commission's Mainline Subordinate Bond rating was 'A2' from Moody's, 'A+' from S&P and 'A' from Fitch as of May 31, 2025. Based on May 31, 2025 full values, the Commission could be required to post $37.5 million in collateral for its Mainline derivate instruments if its ratings fall below the agreement thresholds.

NOTE 11 COMMITMENTS AND CONTINGENCIES *(continued)*

Interest Rate Swaps *(continued)*

The Commission's derivative instruments related to its Oil Franchise Tax Revenue Bonds require the Commission to post collateral in the form of eligible securities or cash if its credit rating falls below specified thresholds. These thresholds vary from agreement to agreement, with most in the 'A3' (Moody's) and 'A-' (S&P and Fitch) levels. The Commission's Oil Franchise Tax Senior Bond rating was 'Aa3' from Moody's, 'AA-' from S&P and 'AA-' from Fitch as of May 31, 2025. Based on May 31, 2025 full values, the Commission could be required to post $1.5 million in collateral for its Oil Franchise derivative instruments if its ratings fall below the agreements thresholds.

The Commission's derivative instruments related to its Motor License Registration Fee Revenue Bonds require the Commission to post collateral in the form of eligible securities or cash if its credit rating falls below specified thresholds and/or in the event of certain uncured insurer events of default. These thresholds vary from agreement to agreement. The Commission's Motor License Registration Fee Revenue Bond rating was 'A1' from Moody's, 'AA-' from S&P and 'AA-' from Fitch as of May 31, 2025. Based on May 31, 2025 full values, the Commission could be required to post $17.4 million in collateral for its Motor License derivative instruments if its ratings fall below the agreement thresholds.

NOTE 12 RELATED-PARTY TRANSACTIONS

The Commission incurred charges, from the Commonwealth's State Police, of $75.2 million and $75.7 million, respectively, for the fiscal years ended May 31, 2025 and 2024. These charges are primarily related to patrolling the Turnpike System.

During fiscal year ended May 31, 2024, the Commission contributed $1.3 million to PennDOT for construction projects related to pollutant reduction plan obligations in selected Pennsylvania watersheds.

NOTE 13 OTHER POSTEMPLOYMENT BENEFITS

Plan Description

The Commission maintains an Other Postemployment Welfare Plan Program (the Plan), for the purpose of providing benefits to eligible retirees and their dependents. The Plan is a single employer, defined benefit plan. The Commission established the Pennsylvania Turnpike Commission Retiree Medical Trust (the Trust) on May 30, 2008 as an irrevocable trust, tax-exempt under Section 115 of the Internal Revenue Code, to provide funding of the Plan's other postemployment benefits (OPEB).

The Trust is administered by Trustees who are appointed by and serve at the pleasure of the Commission. The chairman and vice chairman of the Trust are appointed by the Trustees and serve two-year terms. PNC Bank serves as custodian of the assets of the Plan. Disbursement of Plan assets are made by the custodian at the direction of the Trustees. The Plan's financial statements are not included in the financial statements of a public employee retirement system. The Plan issues a stand-alone financial report, which can be obtained by contacting the Commission's Accounting & Financial Reporting Department.

Plan benefit provisions and retiree and dependent contribution rates are established and may be amended by the Commission.

Management and Supervisory Union Employees/Retirees

The benefits funded by the Trust include certain postemployment medical, prescription drug, dental and vision benefits to management and supervisory union employees based upon their age, date of hire and Pennsylvania State Employees' Retirement System (SERS) credited service. Credited Service is defined as one year of service earned when an employee works 1,650 hours or more in a calendar year and includes Pennsylvania Public School Employees' Retirement System (PSERS) and military service. Any participation in SERS establishes an employee's SERS footprint. Eligibility categories include:

- Employees hired before March 1, 2016 or after with a SERS footprint, who have reached 20 years of service and are under age 60; benefit eligibility changes from 20 to 10 years for retirees 60 years of age or older. The last five years of service must be with the Commission.

- Employees hired on or after March 1, 2016 without a SERS footprint, who have reached 30 years of service and are under age 60; benefit eligibility changes from 30 to 25 years for retirees 60 years of age or older. The last 10 years of service must be with the Commission. (Some current and previous Commonwealth of Pennsylvania employees hired on or after this date would be grandfathered under the first eligibility category.)

NOTE 13 OTHER POSTEMPLOYMENT BENEFITS

Plan Description *(continued)*

Management and Supervisory Union Employees/Retirees (continued)

Prior to May 20, 2020, the same coverage and cost was provided to surviving spouses or domestic partners and dependents of management and supervisory union retirees who retired after March 1, 2001. Surviving spouses or domestic partners of retirees who retired on or prior to March 1, 2001, may purchase medical, prescription, dental and/or vision coverage at the group rate and dependents are offered coverage under COBRA. Medicare Part B premiums are paid by the retiree, spouse or dependent if age 65 or over, or under age 65 and disabled. Effective May 20, 2020, domestic partners are no longer eligible to enroll.

Non-Supervisory Union Employees/Retirees

The benefits also include certain postemployment medical and prescription drug benefits to non-supervisory union employees who have satisfied the age and years of SERS Credited Service eligibility requirements in the applicable collective bargaining agreement. Credited Service is defined as one year of service earned when an employee works 1,650 hours or more in a calendar year and includes PSERS and military service. Eligibility categories include:

- For Local 30 Professionals who were hired prior to January 1, 2011[1], and retired after February 1, 2005, and for Local 250 and 77 employees who were hired prior to January 27, 2016, and retired after February 1, 2005, the earlier of completion of 20 years of Credited Service or the later of attainment of age 60 and completion of 10 years of Credited Service. The last five years of Credited Service must be with the Commission.

- For Local 30 professionals who were hired on or after January 1, 2011[1], and for Local 250 and 77 employees who were hired on or after January 27, 2016, the earlier of completion of 30 years of Credited Service or the later of attainment of age 60 and completion of 25 years of Credited Service. The last 10 years of Credited Service must be with the Commission. (Some current and previous Commonwealth of Pennsylvania employees hired on or after this date for Local 30 professionals would be grandfathered under the first eligibility category.)

The same coverage is provided to spouses or domestic partners and dependents of eligible non-supervisory union retirees until the death of the retiree. Surviving spouses or domestic partners are required to contribute the full cost of medical and prescription coverage and dependents are offered coverage under COBRA.

[1] On June 20, 2024, a Memo of Understanding was signed modifying this date to be the same as Local 250 and 77, January 27, 2016.

NOTE 13 OTHER POSTEMPLOYMENT BENEFITS *(continued)*

Plan Description *(continued)*

Non-Supervisory Union Employees/Retirees (continued)

As of October 1, 2023, upon the death of an active Local 30 professional who met the qualification for medical and prescription drug coverage, the surviving spouse or domestic partner is eligible for 60 months of medical and prescription coverage at the same contribution rate as the retiree.

Employees Covered by Benefit Terms

As of May 31 (the measurement date), the following employees were covered by the benefit terms.

	2024	2023
Inactive plan members or beneficiaries currently receiving benefit payments	1,723	1,772
Inactive plan members entitled to but not yet receiving benefit payments	125	109
Active plan members	1,341	1,335
Total	3,189	3,216

Contributions

The Commission adopted a Retiree Medical Trust Funding Policy, effective September 2008 and amended in June 2020, whereby the Commission anticipated approving an annual contribution to the Trust in the amount of the Actuarially Determined Contribution (ADC), as determined by the Commission's actuary, in accordance with GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*, during the approval of its annual operating budget.

A second revision to the policy was approved in April 2023. Under the new revision, the Commission anticipates approving an annual operating budget that includes annual contributions to the Trust. The Commission may take into consideration the following factors when determining the annual contribution: funded status of the Trust, estimated actuarially determined contribution, estimated service cost, current market conditions, OPEB expense projections, projected cash balances and other pertinent factors.

NOTE 13 OTHER POSTEMPLOYMENT BENEFITS *(continued)*

Contributions *(continued)*

Retiree and spouse contribution rates as of May 31, 2024 and 2023 are as follows:

- Management and supervisory union employees who retired prior to July 1, 1998, and union employees who retired prior to October 1, 1997 – the retiree/spouse contributes the full cost of coverage less the Commission's monthly subsidy of $19.28 once the retiree reaches age 65.

- Management and supervisory union employees who retired on July 1, 1998 or later – the retiree/spouse has no contribution once the retiree reaches age 65.

- Union employees who retired on October 1, 1997 or later – the retiree/spouse contributes the full cost of coverage, less the Commission's monthly subsidy when the retiree or spouse reaches age 65. Effective October 1, 2023, the Employer's monthly subsidy increased from $73.50 to $100.00.

- Beginning September 1, 2020, all management and supervisory union, Local 250, Local 77 and Local 30 professional retirees less than age 65 must contribute $38.68 monthly towards medical and prescription coverage.

- Surviving spouses and domestic partners are paying 100% of the premiums, except for:
    - surviving spouses of management and supervisory union employees who retired after March 1, 2001.
    - As of October 1, 2023, Local 30 professional surviving spouses and domestic partners of a deceased active employee would be the same contribution rate as the retiree for 60 months and then 100% of premium.

Net OPEB Asset/Liability

The Commission recorded a net OPEB asset of $202.7 million and $173.5 million as of May 31, 2025 and 2024, respectively.

NOTE 13 OTHER POSTEMPLOYMENT BENEFITS *(continued)*

Net OPEB Asset/Liability *(continued)*

Actuarial Assumptions and Discount Rate

The total OPEB liability reported as of May 31, 2025 was determined by an actuarial valuation as of the valuation date (May 31, 2023), calculated based on the discount rate and actuarial assumptions below, and was then projected forward, using update procedures, to the measurement date (May 31, 2024). The total OPEB liability reported as of May 31, 2024 was determined by an actuarial valuation as of May 31, 2023 which was calculated based on the discount rate and actuarial assumptions below. There have been no significant changes between the valuation dates and the fiscal year ends.

	May 31, 2024	May 31, 2023
Discount rate	5.5%	5.5%
Long-term expected rate of return, net of investment expense	5.5%	5.5%

The Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the discount rate for calculating the total OPEB liability is equal to the long-term expected rate of return.

An actuarial analysis of claims and enrollment data, related to the Plan's population, for the period September 1, 2021 through August 31, 2023 was performed and the claims cost method was adjusted based on this analysis. As stated in Note 10, Commission employees/retirees are also members of SERS. Every five years, SERS is required to conduct an actuarial experience study to determine whether the assumptions used in its annual actuarial valuations remain accurate based on current and anticipated demographic trends and economic conditions. The actuary, under oversight of the Pennsylvania State Employees' Retirement Board (SERB), reviewed economic assumptions (such as the assumed future investment returns and salary increases) as well as demographic assumptions (such as employee turnover, retirement, disability, and death rates). The 19th Investigation of Actuarial Experience study for the period January 1, 2015 – December 31, 2019 was released and approved by the SERB in July 2020. Many of the actuarial assumptions for the Plan were based on this SERS experience study (i.e. Salary, Withdrawal, Retirement, etc.).

NOTE 13 OTHER POSTEMPLOYMENT BENEFITS *(continued)*

Net OPEB Asset/Liability *(continued)*

Actuarial Assumptions and Discount Rate (continued)

Measurement date	**May 31, 2024**	**May 31, 2023**
Actuarial cost method	Entry Age Normal	Entry Age Normal
Inflation	2.5%	2.5%
Salary increases for union members	2.8% plus 0.5%-4.15% merit	2.8% plus 0.5%-4.15% merit
Salary increases for management members	2.8% plus 0.5%-4.15% merit	2.8% plus 0.5%-4.15% merit
Amortization method	Level dollar amortization over a period of 10 years	
Asset valuation method	Fair value of assets	

The healthcare cost trend assumption is based on the Society of Actuaries Long-Run Medical Cost Trend, utilizing the baseline assumptions included in the model for medical and prescription drug benefits.

The health cost trend assumption for benefits at sample years is as follows:

Valuation Year	**Rate**
2023	7.00%
2024	7.00
2025	6.50
2026	6.00
2027	5.50
2028	5.40
2029	5.30
2030	5.20
2031 – 2032	5.10
2033	5.00
2034	4.70
2035 – 2047	4.60
2048 – 2065	4.50
2066 – 2067	4.40
2068 – 2069	4.30
2070 – 2072	4.20
2073 – 2074	4.10
2075+	4.00

NOTE 13 OTHER POSTEMPLOYMENT BENEFITS *(continued)*

Net OPEB Asset/Liability *(continued)*

Actuarial Assumptions and Discount Rate (continued)

Mortality rates were based on the PubG-2010 headcount-weighted mortality table including rates for contingent survivors. Incorporated into the tables are rates projected generationally using Scale MP-2021 to reflect mortality improvement. 0% of deaths are assumed to be work-related. The mortality assumption is based on the Society of Actuaries' Retirement Plans Experience Committee's comprehensive review of recent mortality experience of public retirement plans in the United States.

The best-estimate range for the long-term expected rate of return is determined by adding expected inflation to expected long-term real returns (as of the May 31, 2023 valuation date) and reflecting expected volatility and correlation. Best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Domestic equity	27%	4.81%
International equity	18	5.97
Rates/credit	25	1.82
Real assets	19	3.67
Multi-asset	10	2.14
Cash	1	0.20

NOTE 13 OTHER POSTEMPLOYMENT BENEFITS *(continued)*

Changes in the Net OPEB Asset/Liability

	Increases (Decreases)		
	Total OPEB Liability (a)	**Plan Fiduciary Net Position (b)**	**Net OPEB Liability (Asset) (a) – (b)**
	(In thousands)		
Balances as of May 31, 2023	$ 386,217	$ 559,674	$ (173,457)
Changes for the year			
Service cost	7,684	-	7,684
Interest on OPEB liability	20,946	-	20,946
Changes of assumptions	3,644	-	3,644
Benefit payments	(24,113)	(24,113)	-
Employer contributions	-	13,419	(13,419)
Net investment income	-	48,114	(48,114)
Administrative expenses	-	(23)	23
Balances as of May 31, 2024	$ 394,378	$ 597,071	$ (202,693)

	Increases (Decreases)		
	Total OPEB Liability (a)	**Plan Fiduciary Net Position (b)**	**Net OPEB Liability (Asset) (a) – (b)**
	(In thousands)		
Balances as of May 31, 2022	$ 462,962	$ 572,613	$ (109,651)
Changes for the year			
Service cost	8,850	-	8,850
Interest on OPEB liability	25,311	-	25,311
Differences between expected and actual experience	72,694	-	72,694
Changes of assumptions	(162,169)	-	(162,169)
Benefit payments	(21,431)	(21,431)	-
Employer contributions	-	14,652	(14,652)
Net investment income	-	(6,146)	6,146
Administrative expenses	-	(14)	14
Balances as of May 31, 2023	$ 386,217	$ 559,674	$ (173,457)

NOTE 13 OTHER POSTEMPLOYMENT BENEFITS *(continued)*

Changes in the Net OPEB Liability *(continued)*

Sensitivity Analysis

The following presents the net OPEB (asset) liability of the Commission, calculated using the current discount rate of the respective fiscal year, as well as what the Commission's net OPEB (asset) liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current discount rate.

	1% Decrease (4.5%)	Current Discount Rate (5.5%)	1% Increase (6.5%)
		(In thousands)	
Net OPEB (asset) liability as of May 31, 2024	$ (156,650)	$ (202,693)	$ (241,369)
Net OPEB (asset) liability as of May 31, 2023	$ (127,972)	$ (173,457)	$ (211,591)

The following presents the net OPEB (asset) liability of the Commission, calculated using the current healthcare cost trend rates as well as what the net OPEB (asset) liability would be if it were calculated using trend rates that are one percentage point lower or one percentage point higher than the current trend rates.

	1% Decrease	Current Trend Rate	1% Increase
		(In thousands)	
Net OPEB (asset) liability as of May 31, 2024	$ (246,702)	$ (202,693)	$ (149,031)
Net OPEB (asset) liability as of May 31, 2023	$ (213,671)	$ (173,457)	$ (124,496)

OPEB Plan Fiduciary Net Position

The Statements of Fiduciary Net Position and Statements of Changes in Fiduciary Net Position as of and for the fiscal year ended May 31, 2025 are presented in the Basic Financial Statements section of this report. Further detailed information about the OPEB plan's fiduciary net position is available in the separately issued Pennsylvania Turnpike Commission Other Postemployment Welfare Plan Program financial statements. The stand-alone Plan financial statements can be obtained by contacting the Commission's Accounting & Financial Reporting Department.

NOTE 13 OTHER POSTEMPLOYMENT BENEFITS *(continued)*

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended May 31, 2025, the Commission recognized an OPEB benefit (negative expense) of $26.2 million. As of May 31, 2025, the Commission reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
	(In thousands)	
Differences between expected and actual experience	$ 43,616	$ 17,226
Changes of assumptions	11,077	97,301
Net difference between projected and actual earnings on OPEB plan investments	13,854	-
Contributions subsequent to measurement date	9,042	-
	$ 77,589	$ 114,527

The $9.0 million reported as deferred outflows of resources related to OPEB, resulting from Commission contributions subsequent to the measurement date, will be recognized as a reduction of the net OPEB liability during the fiscal year ending May 31, 2026. Other amounts reported as deferred outflows/(inflows) of resources related to OPEB will be recognized as net increases/(decreases) in OPEB expense as follows:

Year Ending May 31	
	(In thousands)
2026	$ (27,572)
2027	(2,411)
2028	(13,201)
2029	(2,796)
Thereafter	-
	$ (45,980)

NOTE 13 OTHER POSTEMPLOYMENT BENEFITS *(continued)*

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB *(continued)*

For the year ended May 31, 2024, the Commission recognized an OPEB benefit (negative expense) of $15.1 million. As of May 31, 2024, the Commission reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
	(In thousands)	
Differences between expected and actual experience	$ 59,569	$ 34,537
Changes of assumptions	16,324	130,461
Net difference between projected and actual earnings on OPEB plan investments	32,768	-
Contributions subsequent to measurement date	13,419	-
	$ 122,080	$ 164,998

The $13.4 million reported as deferred outflows of resources related to OPEB, resulting from Commission contributions subsequent to the measurement date, was recognized as a reduction of the net OPEB liability during the fiscal year ending May 31, 2025.

NOTE 14 SELF-INSURANCE

The Commission is exposed to various risks of losses such as theft of, damage to, and destruction of assets, errors and omissions, torts, injuries to employees and natural disasters. The Commission has purchased commercial all risk property insurance and stop loss insurance for employee medical and prescription benefits coverage. The Commission remains self-insured for torts, injuries to employees, and dental and vision benefits as well as medical and prescription benefits up to stop loss coverages. No settlements exceeded insurance coverage for each of the past three years.

NOTE 14 SELF-INSURANCE *(continued)*

The Commission recorded a liability of $34.7 million and $37.0 million for loss and loss adjustment expenses for claims relating to workers' compensation, motor vehicle and tort self-insurance that have been incurred and for claims incurred but not reported as of May 31, 2025 and 2024, respectively. The workers' compensation, motor vehicle and tort self-insurance liabilities recorded as accounts payable and accrued liabilities are $4.1 million and $6.5 million as of May 31, 2025 and 2024, respectively. The workers' compensation, motor vehicle and tort self-insurance liabilities recorded as other noncurrent liabilities are $30.6 million and $30.5 million as of May 31, 2025 and 2024, respectively. This liability is based on GASB Statement No. 10, *Accounting and Financial Reporting for Risk Financing and Related Insurance Issues*, which requires that a liability for claims be recorded if information prior to the issuance of the financial statements indicates that it is probable that a liability has been incurred at the date of the financial statements and the amount of the loss can be reasonably estimated. The liability is calculated based on the Commission's past loss experience. The liability for vehicle and general tort was not discounted. The liability for workers' compensation was discounted using a rate of 1.5% for both fiscal years ended May 31, 2025 and 2024. The liability includes amounts for claims adjustment expense and is net of any recoveries and subrogation. Recoveries and subrogation were not material for the years ended May 31, 2025 and 2024. The Commission believes the liability established is reasonable and appropriate to provide for settlement of losses and related loss adjustment expenses.

Management believes that its reserve for claims incurred but not reported is determined in accordance with generally accepted actuarial principles and practices. However, estimating the ultimate liability is a complex and judgmental process since the amounts are based on management's informed estimates and judgments using data currently available. As additional experience and data become available regarding claim payments and reporting patterns, legislative developments and economic conditions, the estimates are revised accordingly, and the impact is reflected currently in the Commission's financial statements.

NOTE 14 SELF-INSURANCE *(continued)*

The following tables provide aggregated information on self-insurance liabilities:

	May 31, 2024 Liability	Effects of Discount as of June 1, 2024	Incurred Claims: Current Year	Incurred Claims: Prior Years	Paid Claims: Current Year	Paid Claims: Prior Years	Effects of Discount as of May 31, 2025	May 31, 2025 Liability
Year ended May 31, 2025				*(in thousands)*				
Workers' compensation	$ 7,993	$ 557	$ 1,331	$ 2,742	$ (658)	$ (3,112)	$ (751)	$ 8,102
Motor vehicle/general tort	28,966	-	775	105	(196)	(3,087)	-	26,563
	$ 36,959	$ 557	$ 2,106	$ 2,847	$ (854)	$ (6,199)	$ (751)	$ 34,665

	May 31, 2023 Liability	Effects of Discount as of June 1, 2023	Incurred Claims: Current Year	Incurred Claims: Prior Years	Paid Claims: Current Year	Paid Claims: Prior Years	Effects of Discount as of May 31, 2024	May 31, 2024 Liability
Year ended May 31, 2024				*(in thousands)*				
Workers' compensation	$ 8,531	$ 585	$ 812	$ 796	$ (370)	$ (1,804)	$ (557)	$ 7,993
Motor vehicle/general tort	29,091	-	870	(94)	(44)	(857)	-	28,966
	$ 37,622	$ 585	$ 1,682	$ 702	$ (414)	$ (2,661)	$ (557)	$ 36,959

The foregoing reflects an adjustment for an increase of $2.8 million and an increase of $0.7 million for the fiscal years ended May 31, 2025 and 2024, respectively, in the provision for events of prior fiscal years (Incurred Claims – Prior Years) that resulted from a change in estimate as more information became available.

NOTE 15 COMPENSATED ABSENCES

The Commission records a liability for compensated absences related to sick and vacation leave, as well as parental, military, or jury duty leave, where applicable. This liability also includes defined contribution pension employer contributions and associated taxes related to the leave.

Sick leave is earned at a rate of 3.08 hours every two weeks, or 10 days per year. Unused sick leave may be carried over from year to year, up to a maximum of 18 days for Management/Local 30S/Local 30P employees and 20 days for Local 77/250 employees. In November of each year, active employees are reimbursed for all accumulated unused sick leave above the maximum. Sick leave payouts to active employees were $1.7 million during each of the fiscal years ended May 31, 2025 and 2024.

Vacation leave is earned at varying rates, depending on years of service. Management and supervisory union employees earn between 4.62 and 8.93 hours every two weeks. Non-supervisory union employees earn between 3.08 and 8.93 hours every two weeks.

NOTE 15 COMPENSATED ABSENCES *(continued)*

Upon termination of employment, all unused sick and vacation leave is paid to the employee. The compensated absences liabilities were $19.0 million and $17.7 million for each of the fiscal years ended May 31, 2025 and 2024, respectively. The compensated absences liabilities recorded as accounts payable and accrued liabilities were $10.5 million and $9.8 million as of May 31, 2025 and 2024 respectively. The compensated absences liabilities recorded as other noncurrent liabilities were $8.5 million and $7.9 million as of May 31, 2025 and 2024, respectively.

A summary of changes to compensated absences for the years ended May 31, 2025 and 2024 is as follows:

Fiscal Year Ended May 31	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
			(In thousands)		
2025	$ 17,729	$ 12,787	$ 11,489	$ 19,027	$ 10,467
2024	$ 17,511	$ 11,955	$ 11,737	$ 17,729	$ 9,751

NOTE 16 LETTERS OF CREDIT

Pennsylvania insurance law requires a letter of credit, surety bond, or escrow from entities that self-insure their Workers' Compensation. As of May 31, 2025, the Commission has two standby letters of credit to satisfy the PA Turnpike's collateral requirement under the expired Owner Controlled Insurance Program (OCIP); there have been no draws against the letters of credit. The first Letter of Credit is $160,000 with Wells Fargo Bank, N.A. for beneficiary Zurich American Insurance for the Uniontown to Brownsville Phase II OCIP. The second Letter of Credit is $7.0 million with PNC Bank, N.A. for beneficiary The Travelers Indemnity Co for the Mon/Fayette Expressway OCIP.

In May 2017, in lieu of a letter of credit, the Commission placed $2.0 million into an escrow account with Wells Fargo, now held by ComputerShare as trustee, (naming Liberty Mutual as beneficiary) for the new OCIP on the U.S. 22 to I-79 portion of the Southern Beltway, which opened on October 15, 2021.

Supplemental Trust Indenture No. 50 dated as of June 1, 2019, amendment and restatement of the Amended and Restated Indenture of Trust dated as of March 1, 2001, between the Commission and U.S. Bank National Association required a Letter of Credit to be established for the 2019 Second Series Senior Revenue Bonds. The Commission entered into a Letter of Credit with TD Bank, N.A. in the amount of up to $142.2 million for purposes of paying debt service obligations on the bonds. On April 22, 2024, the Commission entered into an extension of that Letter of Credit with a new termination date of June 1, 2028. There were no outstanding draws against the Letter of Credit as of May 31, 2025 and 2024.

NOTE 16 LETTERS OF CREDIT *(continued)*

Supplemental Trust Indenture No. 55 dated as of June 1, 2020, amendment and restatement of the Amended and Restated Indenture of Trust dated as of March 1, 2001, between the Commission and U.S. Bank National Association required a Letter of Credit to be established for the 2020 Series Senior Revenue Bonds. The Commission entered into a Letter of Credit with TD Bank, N.A in the amount of up to $229.7 million for purposes of paying debt service obligations on the bonds. On April 29, 2025, the Commission entered into an extension of that Letter of Credit with a new termination date of June 24, 2030. There were no outstanding draws against the Letter of Credit as of May 31, 2025 and 2024.

Supplemental Trust Indenture No. 56 dated as of August 1, 2020, amendment and restatement of the Amended and Restated Indenture of Trust dated as of March 1, 2001, between the Commission and U.S. Bank National Association required a Letter of Credit to be established for the 2020 Series A Senior Revenue Bonds. The Commission entered into a Letter of Credit with Barclays Bank PLC in the amount of up to $102.2 million for purposes of paying debt service obligations on the bonds. On June 12, 2023, the Commission entered into an extension of that Letter of Credit in the amount of $97.6 million with a new termination date of June 12, 2026. There were no outstanding draws against the Letter of Credit as of May 31, 2025 and 2024.

Supplemental Trust Indenture No. 71 dated as of November 1, 2023, amendment and restatement of the Amended and Restated Indenture of Trust dated as of March 1, 2001, between the Commission and U.S. Bank National Association required a Letter of Credit to be established for the 2023 Series B Senior Revenue Bonds. The Commission entered into a Letter of Credit with TD Bank, N.A in the amount of up to $193.4 million for purposes of paying debt service obligations on the bonds. There were no outstanding draws against the Letter of Credit as of May 31, 2025 and 2024.

NOTE 17 SUBSEQUENT EVENTS

On June 20, 2025, the Commission executed a new $200,000,000 line of credit with PNC Bank, N.A. The Commission secured this line of credit as a continuing liquidity safeguard and because the 2024 Line of Credit expired on June 17, 2025.

NOTE 17 SUBSEQUENT EVENTS *(continued)*

On September 2, 2025, the Commission authorized the approval of the issuance of the Pennsylvania Turnpike Commission’s variable and/or fixed rate Turnpike Senior Revenue Bonds in an aggregate principal amount not to exceed $800,000,000 in one or more series or sub-series, taxable or tax-exempt, for the purpose of financing the capital expenditures for the Pennsylvania Turnpike System set forth in the Commission’s current Ten Year Plan, the refunding of all or a portion of certain outstanding fixed rate and/or variable rate Turnpike Senior Revenue Bonds designated by the Commission, including the modification and/or termination of related swap agreements, the funding of necessary reserves and the funding of the costs of issuance of such Turnpike Senior Revenue Bonds.

On September 2, 2025, the Commission authorized the approval of the issuance of the Pennsylvania Turnpike Commission's Subordinate Revenue Refunding Bonds and/or Motor License Fund-Enhanced Subordinate Special Revenue Refunding Bonds in an aggregate principal amount not to exceed $700,000,000, in one or more series or sub-series, taxable or tax-exempt, for the purpose of financing the costs of refunding all or a portion of certain fixed and/or variable rate Subordinate Revenue Refunding Bonds or Notes and/or Motor License Fund-Enhanced Subordinate Special Revenue Refunding Bonds or Notes, including the modification and/or termination of related swap agreements, the funding of necessary reserves and the funding of the costs of issuance of such Turnpike Subordinate Revenue Refunding Bonds and/or Motor License Fund-Enhanced Subordinate Special Revenue Refunding Bonds.

On September 2, 2025, the Commission authorized the approval of the issuance of the Pennsylvania Turnpike Commission's Revolving Line of Credit (PNC Bank, N.A.), in one or more series or sub-series, fixed or floating rate, taxable or tax-exempt under its amended and restated trust indenture dated as of March 1, 2001, in an aggregate principal amount not to exceed $200,000,000, in a single issuance or from time to time, for the purpose of funding or refinancing costs including general working capital needs of the Commission, including funding/reimbursing necessary reserves and the payment of debt service on outstanding Turnpike Revenue Bonds.

NOTE 17 SUBSEQUENT EVENTS *(continued)*

On September 2, 2025, the Commission authorized the approval of authorizing with respect to the Pennsylvania Turnpike Commission's variable rate Senior Revenue Bonds, Series A of 2020 (the "bonds") the amendment, renewal, extension, substitution or replacement of the irrevocable direct pay letter of credit supporting the bonds, in an amount not exceeding $100,000,000; and further authorizing the approval of the issuance of the Pennsylvania Turnpike Commission's variable and/or fixed rate Turnpike revenue refunding bonds in an aggregate principal amount not to exceed $100,000,000 in one or more series or sub-series, taxable or tax-exempt, for the purpose of financing the refunding of all or a portion of the bonds outstanding, including, with respect to such refunding bonds, (1) the funding of necessary reserves, (2) the obtaining and funding of costs of one or more credit facilities to provide credit enhancement or liquidity support in connection with the issuance of the refunding bonds, (3) the payment of costs of issuance of such refunding bonds.

On September 2, 2025, the Commission authorized the approval of the issuance of the Pennsylvania Turnpike Commission's fixed and/or variable rate Turnpike Senior Revenue Bonds in an aggregate principal amount not to exceed $350,000,000 in one or more series or sub-series, taxable or tax-exempt, for the purpose of financing the: (1) capital expenditures for the Pennsylvania Turnpike System set forth in the Commission's current ten year capital plan, including any amendment thereto, or any prior capital plan including, but not limited to, the reconstruction of roadbed and roadway, the widening, replacing and redecking of certain bridges and/or the rehabilitation of certain interchanges, (2) obtaining one or more credit facilities and/or reserve fund credit facilities (as each is hereinafter defined) in connection with the issuance of such bonds; (3) funding capitalized interest, if necessary, on the bonds and (4) paying the costs of issuing of such Turnpike Senior Revenue Bonds.

On September 2, 2025, the Commission authorized the approval of the issuance of the Pennsylvania Turnpike Commission's variable and/or fixed rate Oil Franchise Tax Revenue Bonds in an aggregate principal amount not to exceed $400,000,000 in one or more series or sub-series, taxable and/or tax-exempt, senior and/or subordinate, for the purpose of financing (1) the costs of various capital expenditures for the Pennsylvania Turnpike System set forth in the Commission's current or any prior independently funding capital plan, including any amendment thereto, including, but not limited to, funding of capital expenditures related to the Southern Beltway or the Mon-Fayette Expressway; and (2) the refunding, or tender and exchange, of all or a portion of certain outstanding Oil Franchise Tax Revenue Bonds, including the funding of necessary reserves, obtaining one or more credit facilities, funding interest, as necessary or convenient, and costs of issuance of the bonds.

NOTE 17 SUBSEQUENT EVENTS *(continued)*

On September 2, 2025, the Commission authorized the approval of the issuance of the Pennsylvania Turnpike Commission's variable and/or fixed rate Turnpike Subordinate Revenue Refunding Bonds and/or Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Refunding Bonds, in an aggregate principal amount not to exceed $650,000,000, in one or more series or sub-series, taxable or tax-exempt, for the purpose of financing (1) the costs of refunding all or a portion of certain outstanding fixed rate and/or variable rate Turnpike Subordinate Revenue Bonds or notes and/or Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Bonds or notes, as designated by the Commission, including the modification and/or termination of related swap agreements, (2) the funding of necessary reserves, and (3) the funding of the costs of issuance and insuring of such bonds.

On September 4, 2025, the Commission issued $122,550,000 of the 2025 Series A Oil Franchise Tax Senior Revenue Bonds at a fixed rate with a maturity of December 1, 2053. The 2025 Series A Oil Franchise Tax Senior Revenue Bonds were issued primarily to finance the 2025 Construction Project and paying the cost of issuing the 2025 Series A Oil Franchise Tax Senior Revenue Bonds.

On September 4, 2025, the Commission issued $60,955,000 of the 2025 Series B Oil Franchise Tax Subordinate Revenue Bonds at a fixed rate with a maturity of December 1, 2053. The 2025 Series B Oil Franchise Tax Subordinate Revenue Bonds were issued primarily to finance the 2025 Construction Project and paying the cost of issuing the 2025 Series B Oil Franchise Tax Subordinate Revenue Bonds.

On September 11, 2025, the Commission issued $343,740,000 of 2025 Series B Senior Revenue Bonds at a fixed rate with a maturity of December 1, 2055. The 2025 Series B Senior Revenue Bonds were primarily issued to finance the cost of various capital expenditures set forth in the Commission's Ten-Year Capital Plan, including but not limited to the reconstruction of roadbed and roadway, the widening, replacing and redecking of certain bridges and/or rehabilitation of certain interchanges and for paying the costs of issuing the 2025 Series B Senior Revenue Bonds.

On September 11, 2025, the Commission issued $256,260,000 of 2025 Third Series Senior Revenue Refunding Bonds at a fixed rate with a maturity of December 1, 2045. The 2025 Third Series Senior Revenue Refunding Bonds were primarily issued to finance the cost of refunding a portion of the 2015 Series B Senior Revenue Bonds ($281,085,000) and for paying the costs of issuing the 2025 Third Series Senior Revenue Refunding Bonds.

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REQUIRED SUPPLEMENTARY INFORMATION

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Schedule of Commission's Proportionate Share of the Net Pension Liability –
Pennsylvania State Employees' Retirement System – Pension Fund (Unaudited)

Last 10 Fiscal Years*
(Dollar Amounts in Thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Commission's proportion of the net pension liability	1.40815502%	1.40316068%	1.45120227%	1.50512333%	1.57665712%	1.81091910%	1.85214667%	1.90329134%	1.96867410%	1.90799267%
Commission's proportionate share of the net pension liability	$ 283,823	$ 296,572	$ 331,574	$ 219,303	$ 288,472	$ 329,189	$ 385,821	$ 329,112	$ 379,173	$ 346,946
Commission's covered payroll	109,487	102,236	99,939	102,582	108,555	121,643	121,127	120,641	123,365	121,085
Commission's proportionate share of the net pension liability as a percentage of its covered payroll	259.23%	290.09%	331.78%	213.78%	265.74%	270.62%	318.53%	272.80%	307.36%	286.53%
Plan fiduciary net position as a percentage of the total pension liability	67.7%	65.3%	61.5%	76.0%	67.0%	63.1%	56.4%	63.0%	57.8%	58.9%

* The amounts presented for each fiscal year were determined as of the measurement date (12/31) that occurred within the Commission's fiscal year.

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Schedule of Commission's Contributions –
Pennsylvania State Employees' Retirement System – Pension Fund (Unaudited)

Last 10 Fiscal Years*
(Dollar Amounts in Thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Contractually required contribution	$ 35,416	$ 34,826	$ 32,654	$ 31,250	$ 30,785	$ 37,699	$ 37,771	$ 38,073	$ 33,303	$ 27,864
Contributions in relation to the contractually required contribution	(35,416)	(34,826)	(32,654)	(31,250)	(30,785)	(37,699)	(37,771)	(38,073)	(33,303)	(27,864)
Contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Commission's covered payroll^	$ 114,075	$ 109,388	$ 101,311	$ 96,882	$ 97,446	$ 120,107	$ 122,145	$ 122,654	$ 121,778	$ 121,060
Contributions as a percentage of covered payroll	31.05%	31.84%	32.23%	32.26%	31.59%	31.39%	30.92%	31.04%	27.35%	23.02%

* The amounts presented for each fiscal year were determined as of the measurement date (12/31) that occurred within the Commission's fiscal year.

^ Classes A5 and A6 became effective on January 1, 2020 and are now included in covered payroll due to the Hybrid plan including a pension fund contribution component.

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Schedule of Changes in the Commission's Net OPEB (Asset) Liability and Related Ratios (Unaudited)

Last 10 Fiscal Years*
(Dollar Amounts in Thousands)

Fiscal Year Ended / *Measurement Date*	**5/31/2025** / **5/31/2024**	**5/31/2024** / **5/31/2023**	**5/31/2023** / **5/31/2022**	**5/31/2022** / **5/31/2021**	**5/31/2021** / **5/31/2020**	**5/31/2020** / **5/31/2019**	**5/31/2019** / **5/31/2018**
Total OPEB liability							
Service cost	$ 7,684	$ 8,850	$ 8,583	$ 11,492	$ 11,141	$ 11,254	$ 10,926
Interest on total OPEB liability	20,946	25,311	24,645	28,834	27,723	26,371	25,431
Changes of benefit terms	-	-	-	(3,563)	-	-	-
Differences between expected and actual experience	-	72,694	-	(86,127)	-	8,487	(2,671)
Changes of assumptions	3,644	(162,169)	-	40,809	-	(4,358)	-
Benefit payments	(24,113)	(21,431)	(21,344)	(20,582)	(20,848)	(17,032)	(17,984)
Net change in total OPEB liability	8,161	(76,745)	11,884	(29,137)	18,016	24,722	15,702
Total OPEB liability, beginning	386,217	462,962	451,078	480,215	462,199	437,477	421,775
Total OPEB liability, ending (a)	394,378	386,217	462,962	451,078	480,215	462,199	437,477
Plan fiduciary net position							
Employer contributions	13,419	14,652	13,746	47,250	11,730	46,056	28,171
Net investment income	48,114	(6,146)	(21,089)	109,214	14,196	6,789	34,322
Benefit payments	(24,113)	(21,431)	(21,344)	(20,582)	(20,848)	(17,032)	(17,984)
Administrative expenses	(23)	(14)	(2)	(4)	(8)	(2)	(11)
Net change in plan fiduciary net position	37,397	(12,939)	(28,689)	135,878	5,070	35,811	44,498
Plan fiduciary net position, beginning	559,674	572,613	601,302	465,424	460,354	424,543	380,045
Plan fiduciary net position, ending (b)	597,071	559,674	572,613	601,302	465,424	460,354	424,543
Commission's net OPEB (asset) liability, ending = (a) - (b)	$ (202,693)	$ (173,457)	$ (109,651)	$ (150,224)	$ 14,791	$ 1,845	$ 12,934
Plan fiduciary net position as a % of total OPEB liability	151.4%	144.9%	123.7%	133.3%	96.9%	99.6%	97.0%
Covered-employee payroll	$ 106,651	$ 102,207	$ 97,486	$ 100,154	$ 118,560	$ 119,730	$ 119,391
Commission's net OPEB (asset) liability as a % of covered payroll	-190.1%	-169.7%	-112.5%	-150.0%	12.5%	1.5%	10.8%

* The Commission adopted GASB Statement No. 75 in fiscal year 2019; therefore, only the available years are presented in the above schedule.

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Schedule of Commission Contributions to the Other Postemployment Welfare Plan Program (Unaudited)

Last 10 Fiscal Years
(Dollar Amounts in Thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Actuarially determined contribution	$ -	$ -	$ -	$ -	$ 14,012	$ 11,729	$ 13,970	$ 8,384	$ 11,121	$ 11,368
Contributions in relation to the actuarially determined contribution	9,042	13,419	14,652	13,746	47,250	11,730	46,056	28,171	28,176	28,143
Contribution (excess) deficiency	$ (9,042)	$ (13,419)	$ (14,652)	$ (13,746)	$ (33,238)	$ (1)	$ (32,086)	$ (19,787)	$ (17,055)	$ (16,775)
Covered-employee payroll	$ 114,729	$ 106,651	$ 102,207	$ 97,486	$ 100,154	$ 118,560	$ 119,730	$ 119,391	$ 117,818	$ 117,391
Contributions as a % of covered-employee payroll	7.9%	12.6%	14.3%	14.1%	47.2%	9.9%	38.5%	23.6%	23.9%	24.0%

Notes to Schedule

Full actuarial valuations are performed every other year.

The Actuarially Determined Contribution for the fiscal year ended May 31, 2025 was calculated based on a May 31, 2023 full valuation and then projected forward to the May 31, 2024 measurement date. See Note 13 to the financial statements for more information.

The Actuarially Determined Contribution for the fiscal year ended May 31, 2024 was calculated based on a May 31, 2023 full valuation. See Note 13 to the financial statements for more information.

The Actuarially Determined Contribution for the fiscal year ended May 31, 2023 was calculated based on a May 31, 2021 full valuation and then projected forward to the May 31, 2022 measurement date.

The Actuarially Determined Contribution for the fiscal year ended May 31, 2022 was calculated based on a May 31, 2021 full valuation.

The Actuarially Determined Contribution for the fiscal year ended May 31, 2021 was calculated based on a May 31, 2019 full valuation and then projected forward to the May 31, 2020 measurement date.

The Actuarially Determined Contribution for the fiscal year ended May 31, 2020 was calculated based on a May 31, 2019 full valuation.

The Actuarially Determined Contribution for the fiscal year ended May 31, 2019 was calculated based on a June 1, 2017 full valuation and then projected forward to the May 31, 2018 measurement date.

The Actuarially Determined Contribution (formerly Annual Required Contribution) for the fiscal year ended May 31, 2018 was calculated based on a January 1, 2017 interim valuation that was rolled forward from the January 1, 2016 full valuation.

The Actuarially Determined Contribution (formerly Annual Required Contribution) for the fiscal year ended May 31, 2017 was calculated based on a January 1, 2016 full valuation.

Notes to Schedule *(continued)*

A summary of the actuarial methods and assumptions used in the full valuations are as follows:

	May 31, 2023 Full Valuation	May 31, 2021 Full Valuation	May 31, 2019 Full Valuation	June 1, 2017 Full Valuation	January 1, 2016 Full Valuation
Actuarial cost method	Entry Age Normal	Entry Age Normal	Entry Age Normal	Entry Age Normal	Projected-unit credit
Discount rate	5.5%	5.5%	6.0%	6.0%	6.5%
Rate of return on assets	5.5%	5.5%	6.0%	6.0%	6.5%
Inflation rate	2.5%	2.5%	2.5%	2.3%	2.5%
Amortization method	Level dollar amortization over a period of 10 years	Level dollar amortization over a period of 10 years	Level dollar amortization over a period of 10 years	Level dollar amortization over a period of 10 years	Level dollar
Amortization period					
▪ - UAAL as of March 1, 2012	N/A	N/A	N/A	N/A	10 years (closed)
▪ - Subsequent changes	N/A	N/A	N/A	N/A	10 years (open)
Asset valuation method	Fair value plus receivable contributions made attributable to a prior fiscal year	Fair value plus receivable contributions made attributable to a prior fiscal year	Fair value plus receivable contributions made attributable to a prior fiscal year	Fair value plus receivable contributions made attributable to a prior fiscal year	Fair value
Health cost trend rates	Varying rates between 4.1% and 7.0% for Plan benefits.	Varying rates between 4.0% and 5.5% for Plan benefits.	Varying rates between 4.3% and 5.6% for Plan benefits.	Varying rates between 4.3% and 6.3% for medical and pharmacy benefits. 4.0% for dental and vision benefits.	Varying rates between 4.6% and 6.2% for medical and pharmacy benefits. 4.0% for dental and vision benefits.
Salary increases	2.8% plus 0.5 - 4.15% merit	Union – 3.0%, Management – 3.3%	Union – 3.0%, Management – 3.3%	Union – 3.0%, Management – 3.3%	Not considered as OPEB benefits are not based upon pay.
Mortality	PubG-2010 mortality table adjusted to reflect Mortality Improvement Scale MP-2021 and projected forward on a generational basis, with employee rates before benefit commencement and healthy annuitant rates after benefit commencement, and reflecting mortality improvements both before and after the valuation date.	PubG-2010 mortality table adjusted to reflect Mortality Improvement Scale MP-2020 and projected forward on a generational basis, with employee rates before benefit commencement and healthy annuitant rates after benefit commencement, and reflecting mortality improvements both before and after the valuation date.	RPH-2014 total Dataset Mortality Tables adjusted to reflect Mortality Improvement Scale MP-2018 and projected forward on a generational basis, with employee rates before benefit commencement and healthy annuitant rates after benefit commencement, and reflecting mortality improvements both before and after the valuation date.	RPH-2014 total Dataset Mortality Tables adjusted to reflect Mortality Improvement Scale MP-2017 from 2006 base year and projected forward on a generational basis, with employee rates before benefit commencement and healthy annuitant rates after benefit commencement, and reflecting mortality improvements both before and after the valuation date.	RP-2000 Healthy Annuitant Mortality Table projected on a generational basis using Scale AA to allow for past and future improvements in mortality. The Employee table is used for pre-retirement. Rates vary by age and gender.

OTHER SUPPLEMENTARY INFORMATION

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Section Information

For accounting purposes, the Commission maintains its records in three sections: Mainline, Oil Franchise, and Motor License. These sections are based on the types of revenues and the associated bond issues.

The Mainline section consists of income and expenses directly associated with the operations of the Turnpike System. In addition, all bonds pledged against this revenue source are included in this section.

The Oil Franchise section consists of revenues received from the Commission's allocation of the Commonwealth's Oil Company Franchise Tax. This revenue is pledged against the Oil Franchise Tax Debt as listed in Note 9 to the financial statements.

The Motor License section consists of an annual income of $28.0 million, which has been provided to the Commission pursuant to Section 20 of Act 3 of the Commonwealth of Pennsylvania. This income is pledged against the Motor License Registration Fee Debt as listed in Note 9 to the financial statements.

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Section Information *(continued)*
Schedule of Net Position – Business-type activities

	May 31, 2025			
	Mainline	Oil Franchise	Motor License	Total
		(In thousands)		
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES				
Current assets				
Cash and cash equivalents	$ 354,547	$ -	$ -	$ 354,547
Investments	285,760	-	-	285,760
Accounts receivable	181,765	-	-	181,765
Accrued interest receivable	4,204	-	-	4,204
Inventories	27,261	-	-	27,261
Restricted current assets				
Cash and cash equivalents	776,070	156,400	18,422	950,892
Investments	428,657	74,339	14,668	517,664
Accounts receivable	1,079	10,096	-	11,175
Accrued interest receivable	7,983	1,866	(44)	9,805
Total current assets	2,067,326	242,701	33,046	2,343,073
Noncurrent assets				
Investments				
Investments (unrestricted)	334,186	-	-	334,186
Investments restricted	571,195	23,628	10,086	604,909
Total noncurrent investments	905,381	23,628	10,086	939,095
Capital assets not being depreciated/amortized				
Land and intangibles	492,466	-	-	492,466
Assets under construction	2,374,207	-	-	2,374,207
Capital assets being depreciated/amortized				
Buildings	1,244,617	-	-	1,244,617
Improvements other than buildings	227,457	-	-	227,457
Equipment	765,855	-	-	765,855
Infrastructure	11,201,211	-	-	11,201,211
Right-to-use - subscriptions	22,224	-	-	22,224
Total capital assets before accumulated depreciation/amortization	16,328,037	-	-	16,328,037
Less: Accumulated depreciation/amortization	7,924,644	-	-	7,924,644
Total capital assets after accumulated depreciation/amortization	8,403,393	-	-	8,403,393
Other assets				
Prepaid bond insurance costs	3,057	-	179	3,236
Net OPEB asset	202,693	-	-	202,693
Other assets	68,726	-	-	68,726
Total other assets	274,476	-	179	274,655
Total noncurrent assets	9,583,250	23,628	10,265	9,617,143
Total assets	11,650,576	266,329	43,311	11,960,216
Deferred outflows of resources from hedging derivatives	1,173	-	-	1,173
Deferred outflows of resources from refunding bonds	168,035	6,199	23,763	197,997
Deferred outflows of resources from pensions	44,731	-	-	44,731
Deferred outflows of resources from OPEB	77,589	-	-	77,589
Total deferred outflows of resources	291,528	6,199	23,763	321,490
Total assets and deferred outflows of resources	$ 11,942,104	$ 272,528	$ 67,074	$ 12,281,706

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Section Information *(continued)*
Schedule of Net Position – Business-type activities *(continued)*

	May 31, 2025			
	Mainline	Oil Franchise	Motor License	Total
		(In thousands)		
LIABILITIES AND DEFERRED INFLOWS OF RESOURCES				
Current liabilities				
Accounts payable and accrued liabilities	$ 633,552	$ 52,282	$ 1,876	$ 687,710
Current portion of debt	296,099	30,490	12,330	338,919
Unearned income	133,003	-	-	133,003
Total current liabilities	1,062,654	82,772	14,206	1,159,632
Noncurrent liabilities				
Debt, less current portion, net of unamortized premium	15,421,061	1,578,805	299,513	17,299,379
Net pension liability	283,823	-	-	283,823
Other noncurrent liabilities	38,033	8,279	19,090	65,402
Total noncurrent liabilities	15,742,917	1,587,084	318,603	17,648,604
Total liabilities	16,805,571	1,669,856	332,809	18,808,236
Deferred inflows of resources from hedging derivatives	101,648	-	934	102,582
Deferred inflows of resources from service concession arrangements	75,801	-	-	75,801
Deferred inflows of resources from refunding bonds	104,775	55	-	104,830
Deferred inflows of resources from pensions	14,260	-	-	14,260
Deferred inflows of resources from OPEB	114,527	-	-	114,527
Deferred inflows of resources from leases	46,150	-	-	46,150
Total deferred inflows of resources	457,161	55	934	458,150
Total liabilities and deferred inflows of resources	17,262,732	1,669,911	333,743	19,266,386
NET POSITION				
Net investment in capital assets	583,010	(1,549,593)	(307,795)	(1,274,378)
Restricted for construction purposes	-	142,478	41,126	183,604
Restricted for debt service	75,519	9,732	-	85,251
Restricted for OPEB	202,693	-	-	202,693
Unrestricted	(6,181,850)	-	-	(6,181,850)
Total net position	$ (5,320,628)	$ (1,397,383)	$ (266,669)	$ (6,984,680)

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Section Information *(continued)*
Schedule of Revenues, Expenses, and Changes in Net Position – Business-type activities

	May 31, 2025			
	Mainline	Oil Franchise	Motor License	Total
	(In thousands)			
Operating revenue				
Net fares	$ 1,720,694	$ -	$ -	$ 1,720,694
Other	59,318	-	-	59,318
Total operating revenue	1,780,012	-	-	1,780,012
Operating expenses				
Cost of services	565,115	1,654	-	566,769
Depreciation/amortization	432,767	-	-	432,767
Total operating expenses	997,882	1,654	-	999,536
Operating income (loss)	782,130	(1,654)	-	780,476
Nonoperating revenue (expenses)				
Investment earnings	120,042	18,076	1,989	140,107
Other nonoperating revenue	12,358	4,603	-	16,961
Act 44 and Act 89 payments to PennDOT	(50,000)	-	-	(50,000)
Interest and bond expense	(626,067)	(63,439)	(15,747)	(705,253)
Nonoperating expenses, net	(543,667)	(40,760)	(13,758)	(598,185)
Income (loss) before capital contributions	238,463	(42,414)	(13,758)	182,291
Capital contributions	4,806	129,854	28,000	162,660
Increase in net position	243,269	87,440	14,242	344,951
Net position, at beginning of year	(5,861,433)	(1,187,287)	(280,911)	(7,329,631)
Intersection transfers	297,536	(297,536)	-	-
Net position, at end of year	$ (5,320,628)	$ (1,397,383)	$ (266,669)	$ (6,984,680)

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Section Information *(continued)*
Schedule of Cash Flows – Business-type activities

	May 31, 2025			
	Mainline	Oil Franchise	Motor License	Total
	(In thousands)			
CASH FLOWS FROM OPERATING ACTIVITIES				
Cash received from customer tolls and deposits	$ 1,740,184	$ -	$ -	$ 1,740,184
Cash payments for goods and services	(452,649)	(908)	-	(453,557)
Cash payments to employees	(160,921)	(741)	-	(161,662)
Cash received from other operating activities	14,483	-	-	14,483
Net cash provided by (used in) operating activities	1,141,097	(1,649)	-	1,139,448
CASH FLOWS FROM INVESTING ACTIVITIES				
Proceeds from sales and maturities of investments	3,473,848	649,169	1,439	4,124,456
Interest received on investments	46,297	8,718	1,268	56,283
Purchases of investments	(3,686,648)	(366,187)	-	(4,052,835)
Net cash (used in) provided by investing activities	(166,503)	291,700	2,707	127,904
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES				
Proceeds from Motor License Registration fees	-	-	28,000	28,000
Proceeds from Oil Company Franchise Tax	-	128,997	-	128,997
Construction and acquisition of capital assets	(690,341)	(296,583)	-	(986,924)
Proceeds from sale of capital assets	1,850	-	-	1,850
Payments for bond and swap expenses	(9,952)	(40)	-	(9,992)
Payments for debt refundings	(1,026,671)	-	-	(1,026,671)
Payments for bond maturities	(141,205)	(29,020)	(11,715)	(181,940)
Interest paid on debt	(328,875)	(71,553)	(15,947)	(416,375)
Interest subsidy from Build America Bonds	16,498	3,376	-	19,874
Proceeds from debt issuances	1,719,969	-	-	1,719,969
Net cash (used in) provided by capital and related financing activities	(458,727)	(264,823)	338	(723,212)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES				
Cash payments to PennDOT	(50,000)	-	-	(50,000)
Payments for bond and swap expenses	(4,234)	-	-	(4,234)
Payments for debt refundings	(687,462)	-	-	(687,462)
Payments for debt maturities	(140,645)	-	-	(140,645)
Interest paid on debt	(302,190)	-	-	(302,190)
Proceeds from debt issuances	672,408	-	-	672,408
Net cash used in noncapital financing activities	(512,123)	-	-	(512,123)
Increase in cash and cash equivalents	3,744	25,228	3,045	32,017
Cash and cash equivalents at beginning of year	1,126,873	131,172	15,377	1,273,422
Cash and cash equivalents at end of year	$ 1,130,617	$ 156,400	$ 18,422	$ 1,305,439

	May 31, 2025			
	Mainline	Oil Franchise	Motor License	Total
	(In thousands)			
Reconciliation of operating income (loss) to net cash provided by (used in) operating activities				
Operating income (loss)	$ 782,130	$ (1,654)	$ -	$ 780,476
Adjustments to reconcile operating income to net cash provided by operating activities				
Depreciation/amortization	432,767	-	-	432,767
Change in operating assets and liabilities				
Accounts receivable	(23,245)	-	-	(23,245)
Inventories	(2,236)	-	-	(2,236)
Other assets	11	-	-	11
Net OPEB asset	(29,236)	-	-	(29,236)
Deferred outflows of resources from pensions	17,072	-	-	17,072
Deferred outflows of resources from OPEB	44,491	-	-	44,491
Accounts payable and accrued liabilities	(1,691)	5	-	(1,686)
Net pension liability	(12,749)	-	-	(12,749)
Other noncurrent liabilities	630	-	-	630
Deferred inflows of resources from pensions	(15,534)	-	-	(15,534)
Deferred inflows of resources from OPEB	(50,471)	-	-	(50,471)
Deferred inflows of resources from leases	(842)	-	-	(842)
Net cash provided by (used in) operating activities	$ 1,141,097	$ (1,649)	$ -	$ 1,139,448
Reconciliation of cash and cash equivalents to the statements of net position				
Cash and cash equivalents	$ 354,547	$ -	$ -	$ 354,547
Restricted cash and cash equivalents	776,070	156,400	18,422	950,892
Total cash and cash equivalents	$ 1,130,617	$ 156,400	$ 18,422	$ 1,305,439

Noncash Investing, Capital and Related Financing and Noncapital Financing Activities

The Commission recorded a net increase of $73.2 million in the fair value of its investments not reported as cash equivalents for the year ended May 31, 2025. Increases by section were: Mainline, $61.8 million; Oil Franchise, $10.7 million; and Motor License, $0.7 million.

The Commission recorded $81.1 million for the amortization of bond premium for the year ended May 31, 2025. Amortization by section was: Mainline, $69.3 million; Oil Franchise, $10.8 million; and Motor License, $1.0 million.

As indicated in Note 9, the Commission refunded various bonds in fiscal year 2025. The fiscal year 2025 refundings resulted in a $11.6 million reclassification from Mainline bond premiums (discounts) to deferred outflows of resources from refundings and a $105.5 million reclassification from Mainline bond premiums (discounts) to deferred inflows of resources from refundings. Additionally, the Commission recorded $17.1 million for the amortization of deferred outflows/inflows of resources from refunding bonds for the year ended May 31, 2025. Amortization by section was: Mainline, $14.5 million; Oil Franchise, $0.8 million; and Motor License, $1.8 million.

The Commission recorded $0.3 million for the amortization of prepaid bond insurance costs for the year ended May 31, 2025. Amortization by section was: Mainline, $0.2 million; and Motor License, $0.1 million.

Noncash Investing, Capital and Related Financing and Noncapital Financing Activities *(continued)*

The Commission recorded an interest expense reduction of $6.3 million in the Mainline section and $0.9 million in the Motor License section for the year ended May 31, 2025 related to terminated derivative instruments.

The Commission recognized total capital contributions of $162.7 million for fiscal year ended May 31, 2025. Cash received of $157.0 million for fiscal year ended May 31, 2025 is reported in the capital and related financing activities of this schedule. The $5.7 million difference between capital contributions and cash received is primarily the result of a $0.9 million increase in Oil Franchise receivables related to these capital contributions in addition to a $4.8 million Mainline noncash capital contribution related to capital assets provided by service plaza operators. The Commission entered into agreements with a food and fuel provider to totally reconstruct the service plazas; the service plaza operators provided the capital for the reconstruction in exchange for lower rental rates. See Note 2 to the financial statements for further discussion on capital contributions and Note 6 to the financial statements for further discussion on the service plazas.

The Commission records intersection activity related to revenue, expense, asset and liability transfers between its sections. Some of the intersection entries are related to cash transfers; others are noncash transfers as required. Net intersection transfers for the year ended May 31, 2025 were: to Mainline, $297.5 million; and from Oil Franchise, $297.5 million.

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Section Information *(continued)*
Schedule of Net Position – Business-type activities

	May 31, 2024			
	Mainline	Oil Franchise	Motor License	Total
		(In thousands)		
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES				
Current assets				
Cash and cash equivalents	$ 355,987	$ -	$ -	$ 355,987
Investments	224,582	-	-	224,582
Accounts receivable	158,966	-	-	158,966
Accrued interest receivable	2,181	-	-	2,181
Inventories	25,025	-	-	25,025
Restricted current assets				
Cash and cash equivalents	770,886	131,172	15,377	917,435
Investments	391,268	286,839	1,382	679,489
Accounts receivable	367	9,240	-	9,607
Accrued interest receivable	14,618	3,213	36	17,867
Total current assets	1,943,880	430,464	16,795	2,391,139
Noncurrent assets				
Investments				
Investments	262,669	-	-	262,669
Investments restricted	456,450	81,140	24,097	561,687
Total noncurrent investments	719,119	81,140	24,097	824,356
Capital assets not being depreciated/amortized				
Land and intangibles	485,043	-	-	485,043
Assets under construction	2,096,118	-	-	2,096,118
Capital assets being depreciated/amortized				
Buildings	1,176,281	-	-	1,176,281
Improvements other than buildings	196,423	-	-	196,423
Equipment	664,015	-	-	664,015
Infrastructure	10,864,934	-	-	10,864,934
Right-to-use - subscriptions	12,930	-	-	12,930
Total capital assets before accumulated depreciation/amortization	15,495,744	-	-	15,495,744
Less: Accumulated depreciation/amortization	7,630,043	-	-	7,630,043
Total capital assets after accumulated depreciation/amortization	7,865,701	-	-	7,865,701
Other assets				
Prepaid bond insurance costs	3,510	-	214	3,724
Net OPEB Asset	173,457	-	-	173,457
Other assets	70,329	-	-	70,329
Total other assets	247,296	-	214	247,510
Total noncurrent assets	8,832,116	81,140	24,311	8,937,567
Total assets	10,775,996	511,604	41,106	11,328,706
Deferred outflows of resources from hedging derivatives	296	-	293	589
Deferred outflows of resources from refunding bonds	199,985	7,057	25,601	232,643
Deferred outflows of resources from pensions	61,803	-	-	61,803
Deferred outflows of resources from OPEB	122,080	-	-	122,080
Total deferred outflows of resources	384,164	7,057	25,894	417,115
Total assets and deferred outflows of resources	$ 11,160,160	$ 518,661	$ 67,000	$ 11,745,821

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Section Information *(continued)*
Schedule of Net Position – Business-type activities *(continued)*

	May 31, 2024			
	Mainline	Oil Franchise	Motor License	Total
	(In thousands)			
LIABILITIES AND DEFERRED INFLOWS OF RESOURCES				
Current liabilities				
Accounts payable and accrued liabilities	$ 654,365	$ 52,080	$ 2,206	$ 708,651
Current portion of debt	370,350	29,020	11,715	411,085
Unearned income	127,894	-	-	127,894
Total current liabilities	1,152,609	81,100	13,921	1,247,630
Noncurrent liabilities				
Debt, less current portion, net of unamortized premium	15,087,008	1,618,319	312,815	17,018,142
Net pension liability	296,572	-	-	296,572
Other noncurrent liabilities	29,988	6,379	21,175	57,542
Total noncurrent liabilities	15,413,568	1,624,698	333,990	17,372,256
Total liabilities	16,566,177	1,705,798	347,911	18,619,886
Deferred inflows of resources from hedging derivatives	110,313	-	-	110,313
Deferred inflows of resources from service concession arrangements	82,600	-	-	82,600
Deferred inflows of resources from refunding bonds	20,719	150	-	20,869
Deferred inflows of resources from pensions	29,794	-	-	29,794
Deferred inflows of resources from OPEB	164,998	-	-	164,998
Deferred inflows of resources from leases	46,992	-	-	46,992
Total deferred inflows of resources	455,416	150	-	455,566
Total liabilities and deferred inflows of resources	17,021,593	1,705,948	347,911	19,075,452
NET POSITION				
Net investment in capital assets	430,108	(1,439,070)	(319,522)	(1,328,484)
Restricted for construction purposes	-	240,710	38,611	279,321
Restricted for debt service	80,202	11,073	-	91,275
Restricted for OPEB	173,457	-	-	173,457
Unrestricted	(6,545,200)	-	-	(6,545,200)
Total net position	$ (5,861,433)	$ (1,187,287)	$ (280,911)	$ (7,329,631)

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Section Information *(continued)*
Schedule of Revenues, Expenses, and Changes in Net Position – Business-type activities

	May 31, 2024			
	Mainline	Oil Franchise	Motor License	Total
		(In thousands)		
Operating revenue				
Net fares	$ 1,608,793	$ -	$ -	$ 1,608,793
Other	58,078	-	-	58,078
Total operating revenue	1,666,871	-	-	1,666,871
Operating expenses				
Cost of services	553,873	2,364	-	556,237
Depreciation/amortization	417,032	-	-	417,032
Total operating expenses	970,905	2,364	-	973,269
Operating income (loss)	695,966	(2,364)	-	693,602
Nonoperating revenue (expenses)				
Investment earnings	102,484	25,761	3,490	131,735
Other nonoperating revenue	3,516	4,612	-	8,128
Act 44 and Act 89 payments to PennDOT	(50,000)	-	-	(50,000)
Interest and bond expense	(609,428)	(68,785)	(18,847)	(697,060)
Nonoperating expenses, net	(553,428)	(38,412)	(15,357)	(607,197)
Income (loss) before capital contributions	142,538	(40,776)	(15,357)	86,405
Capital contributions	4,806	135,248	28,000	168,054
Increase in net position	147,344	94,472	12,643	254,459
Net position, at beginning of year	(6,258,501)	(1,055,890)	(269,699)	(7,584,090)
Intersection transfers	249,724	(225,869)	(23,855)	-
Net position, at end of year	$ (5,861,433)	$ (1,187,287)	$ (280,911)	$ (7,329,631)

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Section Information *(continued)*
Schedule of Cash Flows – Business-type activities

	May 31, 2024			
	Mainline	Oil Franchise	Motor License	Total
	(In Thousands)			
CASH FLOWS FROM OPERATING ACTIVITIES				
Cash received from customer tolls and deposits	$ 1,663,003	$ -	$ -	$ 1,663,003
Cash payments for goods and services	(434,403)	(1,583)	-	(435,986)
Cash payments to employees	(161,448)	(728)	-	(162,176)
Cash received from other operating activities	6,623	-	-	6,623
Net cash provided by (used in) operating activities	1,073,775	(2,311)	-	1,071,464
CASH FLOWS FROM INVESTING ACTIVITIES				
Proceeds from sales and maturities of investments	4,079,533	1,340,860	21,647	5,442,040
Interest received on investments	39,979	9,957	896	50,832
Purchases of investments	(3,881,704)	(1,290,526)	(33,810)	(5,206,040)
Net cash provided by (used in) investing activities	237,808	60,291	(11,267)	286,832
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES				
Capital grants received from other governments	641	-	-	641
Proceeds from Motor License Registration fees	-	-	28,000	28,000
Proceeds from Oil Company Franchise Tax	-	137,513	-	137,513
Intersection cash transfer for debt related activity	-	(2,261)	2,261	-
Construction and acquisition of capital assets	(822,922)	(245,462)	-	(1,068,384)
Proceeds from sale of capital assets	1,646	-	-	1,646
Payments for bond and swap expenses	(9,090)	(40)	(2,350)	(11,480)
Payments for debt refundings	(249,993)	-	(231,425)	(481,418)
Payments for bond maturities	(130,840)	(27,640)	(11,125)	(169,605)
Interest paid on debt	(315,029)	(73,496)	(16,619)	(405,144)
Interest subsidy from Build America Bonds	16,498	4,613	-	21,111
Proceeds from debt issuances	941,729	-	231,425	1,173,154
Net cash (used in) provided by capital and related financing activities	(567,360)	(206,773)	167	(773,966)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES				
Cash payments to PennDOT	(50,000)	-	-	(50,000)
Payments for debt maturities	(124,350)	-	-	(124,350)
Interest paid on debt	(314,259)	-	-	(314,259)
Net cash used in noncapital financing activities	(488,609)	-	-	(488,609)
Increase (decrease) in cash and cash equivalents	255,614	(148,793)	(11,100)	95,721
Cash and cash equivalents at beginning of year	871,259	279,965	26,477	1,177,701
Cash and cash equivalents at end of year	$ 1,126,873	$ 131,172	$ 15,377	$ 1,273,422

	May 31, 2024			
	Mainline	Oil Franchise	Motor License	Total
	(In Thousands)			
Reconciliation of operating income (loss) to net cash provided by (used in) operating activities				
Operating income (loss)	$ 695,966	$ (2,364)	$ -	$ 693,602
Adjustments to reconcile operating income to net cash provided by (used in) operating activities				
Depreciation/amortization	417,032	-	-	417,032
Change in operating assets and liabilities				
Accounts receivable	(19,696)	-	-	(19,696)
Inventories	(1,878)	-	-	(1,878)
Other assets	(2)	-	-	(2)
Net OPEB asset	(63,806)	-	-	(63,806)
Deferred outflows of resources from pensions	26,139	-	-	26,139
Deferred outflows of resources from OPEB	(76,074)	-	-	(76,074)
Accounts payable and accrued liabilities	22,788	53	-	22,841
Net pension liability	(35,002)	-	-	(35,002)
Other noncurrent liabilities	(3,160)	-	-	(3,160)
Deferred inflows of resources from pensions	(8,436)	-	-	(8,436)
Deferred inflows of resources from OPEB	111,352	-	-	111,352
Deferred inflows of resources from leases	8,552	-	-	8,552
Net cash provided by (used in) operating activities	$ 1,073,775	$ (2,311)	$ -	$ 1,071,464
Reconciliation of cash and cash equivalents to the statements of net position				
Cash and cash equivalents	$ 355,987	$ -	$ -	$ 355,987
Restricted cash and cash equivalents	770,886	131,172	15,377	917,435
Total cash and cash equivalents	$ 1,126,873	$ 131,172	$ 15,377	$ 1,273,422

Noncash Investing, Capital and Related Financing and Noncapital Financing Activities

The Commission recorded a net increase of $75.5 million in the fair value of its investments not reported as cash equivalents for the year ended May 31, 2024. Increases by section were: Mainline, $57.2 million; Oil Franchise, $17.8 million; and Motor License, $0.5 million.

The Commission recorded $77.6 million for the amortization of bond premium for the year ended May 31, 2024. Amortization by section was: Mainline, $65.6 million; Oil Franchise, $11.0 million; and Motor License, $1.0 million.

As indicated in Note 9, the Commission refunded various bonds in fiscal year 2024. The fiscal year 2024 refundings resulted in a $0.2 million reclassification from Mainline bond premiums (discounts) to deferred outflows of resources from refundings. Additionally, the Commission recorded $16.5 million for the amortization of deferred outflows/inflows of resources from refunding bonds for the year ended May 31, 2024. Amortization by section was: Mainline, $14.4 million; Oil Franchise, $0.5 million; and Motor License, $1.6 million.

The Commission recorded $0.3 million for the amortization of prepaid bond insurance costs for the year ended May 31, 2024. Amortization by section was: Mainline, $0.2 million; and Motor License, $0.1 million.

Noncash Investing, Capital and Related Financing and Noncapital Financing Activities *(continued)*

The Commission recorded an interest expense reduction of $6.4 million in the Mainline section and $0.7 million in the Motor License section for the year ended May 31, 2024 related to terminated derivative instruments.

The Commission recognized total capital contributions of $168.1 million for fiscal year ended May 31, 2024. Cash received of $166.2 million for fiscal year ended May 31, 2024 is reported in the capital and related financing activities of this schedule. The $1.9 million difference between capital contributions and cash received is primarily the result of a $2.3 million decrease in Oil Franchise receivables and a $0.6 million decrease in Mainline receivables related to these capital contributions offset by a $4.8 million Mainline noncash capital contribution related to capital assets provided by service plaza operators. The Commission entered into agreements with a food and fuel provider to totally reconstruct the service plazas; the service plaza operators provided the capital for the reconstruction in exchange for lower rental rates. See Note 2 to the financial statements for further discussion on capital contributions and Note 6 to the financial statements for further discussion on the service plazas.

The Commission records intersection activity related to revenue, expense, asset and liability transfers between its sections. Some of the intersection entries are related to cash transfers; others are noncash transfers as required. Net intersection transfers for the year ended May 31, 2024 were: to Mainline, $249.7 million; from Oil Franchise, $225.9 million; and from Motor License, $23.8 million.

The following tables provide additional detail for the costs of services reported in the Statements of Revenues, Expenses, and Changes in Net Position.

Fiscal Year Ended May 31, 2025

	Mainline Operating	Mainline Capital	Total Mainline	Oil Franchise	Motor License	Total
			(in thousands)			
General and administrative	$ 74,865	$ 132,821	$ 207,686	$ 1,093	$ -	$ 208,779
Traffic engineering and operations	3,898	2,915	6,813	-	-	6,813
Service centers	80,226	-	80,226	-	-	80,226
Employee benefits	35,975	12,687	48,662	561	-	49,223
Toll collection	22,235	1,783	24,018	-	-	24,018
Normal maintenance	94,809	5,611	100,420	-	-	100,420
Facilities and energy mgmt. operations	17,501	9,653	27,154	-	-	27,154
Turnpike patrol	70,136	-	70,136	-	-	70,136
Total cost of services	$ 399,645	$ 165,470	$ 565,115	$ 1,654	$ -	$ 566,769

Fiscal Year Ended May 31, 2024

	Mainline Operating	Mainline Capital	Total Mainline	Oil Franchise	Motor License	Total
			(in thousands)			
General and administrative*	$ 68,677	$ 146,871	$ 215,548	$ 1,886	$ -	$ 217,434
Traffic engineering and operations	3,749	4,544	8,293	-	-	8,293
Service centers	72,570	-	72,570	-	-	72,570
Employee benefits	38,405	11,294	49,699	478	-	50,177
Toll collection*	21,490	3,041	24,531	-	-	24,531
Normal maintenance	81,528	6,820	88,348	-	-	88,348
Facilities and energy mgmt. operations*	16,043	9,402	25,445	-	-	25,445
Turnpike patrol	69,439	-	69,439	-	-	69,439
Total cost of services	$ 371,901	$ 181,972	$ 553,873	$ 2,364	$ -	$ 556,237

*Certain costs were reclassified among departments in this schedule to be consistent with the current organization structure.

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STATISTICAL SECTION

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Statistical Section

This part of the Commission's Annual Comprehensive Financial Report presents detailed information as a context for understanding the information in the financial statements, note disclosures, required supplementary information and the Commission's overall financial health.

Financial Trends Pages 143-144
These schedules contain trend information to help the reader understand how the Commission's financial performance and viability have changed over time.

Debt Capacity Pages 145-146
These schedules present information to help the reader assess the affordability of the Commission's current levels of outstanding debt and the Commission's ability to issue additional debt.

Revenue Capacity Pages 147-149
These schedules contain information to help the reader assess the Commission's most significant revenue source, fare revenues.

Demographic and Economic Information Pages 150-152
These schedules offer demographic and economic indicators to help the reader understand the environment within which the Commission's financial activities take place.

Operating Information Pages 153-163
These schedules contain service and infrastructure data to help the reader understand how the information in the Commission's financial report relates to the services it provides and the activities it performs.

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Summary of Revenues and Expenses
(000s Omitted)
Fiscal Years Ended May 31

	2016	2017	2018	2019	2020 *	2021	2022	2023	2024	2025
Operating revenues										
Net fares	$ 1,030,115	$ 1,111,061	$ 1,196,606	$ 1,327,031	$ 1,247,779	$ 1,190,419	$ 1,459,916	$ 1,540,705	$ 1,608,793	$ 1,720,694
Other	22,576	23,335	4,668	9,574	36,004	41,130	47,283	55,942	58,078	59,318
Total operating revenues	1,052,691	1,134,396	1,201,274	1,336,605	1,283,783	1,231,549	1,507,199	1,596,647	1,666,871	1,780,012
Operating expenses										
Cost of services	471,132	517,103	494,742	509,753	533,931	509,381	438,923	534,558	556,237	566,769
Depreciation/amortization	332,941	354,343	379,401	384,104	382,088	373,924	431,195	409,943	417,032	432,767
Total operating expenses	804,073	871,446	874,143	893,857	916,019	883,305	870,118	944,501	973,269	999,536
Operating income	248,618	262,950	327,131	442,748	367,764	348,244	637,081	652,146	693,602	780,476
Nonoperating revenues (expenses)										
Investment earnings (loss)	29,069	14,225	18,809	83,072	90,345	15,336	(71,591)	55,950	131,735	140,107
Other nonoperating revenues	21,651	21,532	22,303	22,572	22,693	12,996	21,503	12,656	8,128	16,961
Act 44 and Act 89 payments to PennDOT	(450,000)	(450,000)	(450,000)	(450,000)	(450,000)	(450,000)	(450,000)	(50,000)	(50,000)	(50,000)
Capital assets transferred to Commonwealth	(40,937)	(54,724)	-	(162,982)	(294)	(2,769)	(51,908)	(2,852)	-	-
Interest and bond expense	(521,021)	(560,660)	(566,137)	(620,584)	(652,901)	(671,774)	(716,212)	(685,346)	(697,060)	(705,253)
Nonoperating expenses, net	(961,238)	(1,029,627)	(975,025)	(1,127,922)	(990,157)	(1,096,211)	(1,268,208)	(669,592)	(607,197)	(598,185)
Loss (income) before capital contribution	(712,620)	(766,677)	(647,894)	(685,174)	(622,393)	(747,967)	(631,127)	(17,446)	86,405	182,291
Capital contributions	180,906	214,664	207,804	229,386	173,486	164,147	169,141	170,310	168,054	162,660
(Decrease) increase in net position	$ (531,714)	$ (552,013)	$ (440,090)	$ (455,788)	$ (448,907)	$ (583,820)	$ (461,986)	$ 152,864	$ 254,459	$ 344,951

* Approximately $32.0 million of toll-related bad debt was reclassified from other operating revenues to fare revenues to conform to the fiscal year ended May 31, 2021, financial statement presentation amounts.

Note: The Commission implemented GASB 75 in 2019, GASB 87 in 2023 and GASB 96 in 2024; years prior to the required restated years have not been adjusted to reflect the implementation of the standard.

Source: Pennsylvania Turnpike Commission

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Schedule of Net Position
(000s Omitted)
Fiscal Years Ended May 31

	Net Investment in Capital Assets	Restricted	Unrestricted	Total Net Position
2016	$ (24,520)	$ 361,798	$ (4,983,937)	$ (4,646,659)
2017	(258,038)	374,775	(5,315,409)	(5,198,672)
2018	(250,112)	304,478	(5,693,128)	(5,638,762)
2019	(623,209)	382,601	(6,001,633)	(6,242,241)
2020	(903,089)	453,932	(6,241,991)	(6,691,148)
2021	(1,115,845)	322,760	(6,481,883)	(7,274,968)
2022#	(1,422,146)	526,050	(6,840,858)	(7,736,954)
2023#	(1,470,936)	515,129	(6,628,283)	(7,584,090)
2024	(1,328,484)	544,053	(6,545,200)	(7,329,631)
2025	(1,274,378)	471,548	(6,181,850)	(6,984,680)

During fiscal year 2024, balances for fiscal year 2022 and 2023 were updated from their previous presentation to include a reclassification of restricted for OPEB as presented in these financial statements.

Note: The Commission implemented GASB 75 in 2019, GASB 87 in 2023 and GASB 96 in 2024; years prior to the required restated years have not been adjusted to reflect the implementation of the standard.

Source: Pennsylvania Turnpike Commission

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Debt Coverage – All Sections
(000s Omitted)
Fiscal Years Ended May 31

	2016	2017	2018 *	2019	2020	2021	2022	2023	2024	2025
Revenues and capital contributions										
Operating revenues	$ 1,052,691	$ 1,134,396	$ 1,201,274	$ 1,336,605	$ 1,283,783	$ 1,231,549	$ 1,507,199	$ 1,596,647	$ 1,666,871	$ 1,780,012
Investment earnings**	24,527	23,693	25,569	39,019	39,670	25,473	28,807	42,599	56,214	66,875
Other nonoperating revenues	21,651	21,532	22,303	22,572	22,693	12,996	21,503	12,656	8,128	16,961
Capital contributions	180,906	214,664	207,804	229,386	173,486	164,147	169,141	170,310	168,054	162,660
Total revenues and capital contributions	1,279,775	1,394,285	1,456,950	1,627,582	1,519,632	1,434,165	1,726,650	1,822,212	1,899,267	2,026,508
Direct expenses										
Cost of services	471,132	517,103	494,742	509,753	533,931	509,381	438,923	534,558	556,237	566,769
Bond and swap expenses	14,258	16,990	11,002	8,180	12,223	10,308	12,140	11,585	19,344	18,319
Total direct expenses	485,390	534,093	505,744	517,933	546,154	519,689	451,063	546,143	575,581	585,088
Net revenues available for debt service payments	$ 794,385	$ 860,192	$ 951,206	$ 1,109,649	$ 973,478	$ 914,476	$ 1,275,587	$ 1,276,069	$ 1,323,686	$ 1,441,420
Debt service payments										
Debt maturity payments	$ 138,630	$ 122,630	$ 251,375	$ 224,365	$ 186,055	$ 41,775	$ 218,105	$ 263,740	$ 293,955	$ 322,585
Interest payments	436,073	494,301	519,173	591,837	616,570	629,587	669,651	717,776	719,403	718,565
Total debt service payments	$ 574,703	$ 616,931	$ 770,548	$ 816,202	$ 802,625	$ 671,362	$ 887,756	$ 981,516	$ 1,013,358	$ 1,041,150
Coverage	1.38	1.39	1.23	1.36	1.21	1.36	1.44	1.30	1.31	1.38

Revenues and capital contributions, direct expenses, principal payments and interest payments listed on this schedule include all sections (Mainline, Oil Franchise, and Motor License) of the Pennsylvania Turnpike Commission. Amounts listed for the principal and interest payments are for all sections and include both senior and subordinate debt. BAB Interest Subsidy is included in other nonoperating revenues.

* During FY18, the Commission retired $100.0 million of the 2013 Series A Senior debt that was scheduled to mature on December 1, 2017. This debt was originally expected to be refunded but the Commission chose to retire this debt due to its cash position. Had the Commission chose to refund this debt as originally planned, total debt service payments for FY18 would have been $670,548 and the FY18 coverage would have been 1.42.

** Excludes change in fair value of investments.

Note: The Commission implemented GASB 75 in 2019, GASB 87 in 2023 and GASB 96 in 2024; years prior to the required restated years have not been adjusted to reflect the implementation of the standard.

Source: Pennsylvania Turnpike Commission

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Ratios of Mainline Outstanding Debt* and Debt Service Payments
(000s Omitted)
Fiscal Years Ended May 31

	Number of Vehicle Transactions #	Number of Vehicle ORT Equivalent Transactions @	Mainline Outstanding Debt *	Oil Franchise Outstanding Debt *	Motor License Outstanding Debt *	Total Outstanding Debt*	Mainline Debt Service Payments	Oil Franchise Debt Service Payments	Motor License Debt Service Payments	Total Debt Service Payments	Mainline Outstanding Debt Per Vehicle Transaction ^	Mainline Debt Service Payments Per Vehicle Transaction ^	Mainline Outstanding Debt Per Vehicle ORT Equivalent Transaction ^	Mainline Debt Service Payments Per Vehicle ORT Equivalent Transaction ^
2016	204,783		$ 10,540,019	$ 733,956	$ 420,574	$ 11,694,549	$ 492,380	$ 54,578	$ 27,745	$ 574,703	$ 51.47	$ 2.40		
2017	207,142		11,436,677	720,245	412,080	12,569,002	534,190	54,885	27,856	616,931	55.21	2.58		
2018	209,110		12,210,090	699,006	403,175	13,312,271	691,471	50,624	28,453	770,548	58.39	3.31		
2019	213,292	457,934	12,354,555	1,182,302	379,752	13,916,609	725,630	61,372	29,200	816,202	57.92	3.40	$ 26.98	$ 1.58
2020	189,340	404,587	13,429,674	1,157,517	369,709	14,956,900	700,962	73,787	27,876	802,625	70.93	3.70	33.19	1.73
2021	169,601	360,827	14,311,272	1,133,066	359,192	15,803,530	572,429	71,104	27,829	671,362	84.38	3.38	39.66	1.59
2022	200,103	422,587	15,089,256	1,720,097	348,175	17,157,528	786,862	73,099	27,795	887,756	75.41	3.93	35.71	1.86
2023	206,253	430,632	15,073,881	1,684,284	336,628	17,094,793	854,372	99,295	27,849	981,516	73.08	4.14	35.00	1.98
2024	209,116	435,905	15,457,358	1,647,339	324,530	17,429,227	884,478	101,136	27,744	1,013,358	73.92	4.23	35.46	2.03
2025		436,913	15,717,160	1,609,295	311,843	17,638,298	912,915	100,573	27,662	1,041,150			35.97	2.09

* Outstanding debt is reported net of unamortized premium/discount.
^ Oil Franchise and Motor License debt outstanding and debt service payments are not included in the ratios as the related debt service payments are not associated with traffic volumes.
The number of vehicle transactions presented for fiscal years 2016 through 2020 are slightly less than originally presented. The slight decrease is the result of a change in methodology for reporting transactions that could not be correlated due to a missing entry or exit record for the transaction. The Commission implemented this change as part of a reporting enhancement project in fiscal year 2021. Prior years were restated; therefore, counts are consistent with the current methodology.
@ See Traffic Statistics pages for further discussion on the transition to Open Road Tolling and the new Vehicle ORT Equivalent Transactions used for Traffic Statistics.

Source: Pennsylvania Turnpike Commission

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Traffic Statistics
(000s Omitted)
Fiscal Years Ended May 31

	Number of Vehicle Transactions*	Number of Vehicle ORT Equivalent Transactions#	Gross Fare Revenue^	Gross Fare Revenue Per Vehicle Transaction	Gross Fare Revenue Per ORT Equivalent Transaction#
Passenger					
2016	176,369		$ 608,910	$ 3.34	
2017	178,244		660,930	3.58	
2018	179,125		703,082	3.79	
2019	181,946	387,670	767,558	4.07	$ 1.98
2020	158,738	336,507	711,320	4.31	2.11
2021	137,714	290,510	640,111	4.43	2.20
2022	165,128	345,914	854,081	4.96	2.47
2023	170,355	353,106	904,550	5.10	2.56
2024	173,231	358,432	963,560	5.34	2.69
2025		357,975	1,003,712		2.80
Commercial					
2016	28,414		$ 422,710	$ 15.60	
2017	28,898		454,045	16.48	
2018	29,985		500,076	17.49	
2019	31,346	70,264	567,827	18.99	$ 8.08
2020	30,602	68,080	578,241	19.80	8.49
2021	31,887	70,317	618,701	20.34	8.80
2022	34,975	76,673	714,946	21.42	9.32
2023	35,898	77,526	757,157	22.10	9.77
2024	35,885	77,473	791,449	23.11	10.22
2025		78,938	874,971		11.08
Total					
2016	204,783		$ 1,031,620	$ 5.04	
2017	207,142		1,114,975	5.38	
2018	209,110		1,203,158	5.75	
2019	213,292	457,934	1,335,385	6.26	$ 2.92
2020	189,340	404,587	1,289,561	6.81	3.19
2021	169,601	360,827	1,258,812	7.42	3.49
2022	200,103	422,587	1,569,027	7.84	3.71
2023	206,253	430,632	1,661,707	8.06	3.86
2024	209,116	435,905	1,755,009	8.39	4.03
2025		436,913	1,878,683		4.30

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

(continued on next page)

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Traffic Statistics
(000s Omitted)
Fiscal Years Ended May 31

(continued from previous page):

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

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

* The number of vehicle transactions presented for fiscal years 2016 through 2020 are slightly less than originally presented. The slight decrease is the result of a change in methodology for reporting transactions that could not be correlated due to a missing entry or exit record for the transaction. The Commission implemented this change as part of a reporting enhancement project in fiscal year 2021. Prior years were restated; therefore, counts are consistent with the current methodology.

^ Gross fare revenues for fiscal years 2016 to 2024 have been reclassified to conform to the fiscal year 2025 passenger and commercial vehicle groupings as noted above.

Refer to page 154 for vehicle class definitions.

Source: Pennsylvania Turnpike Commission

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Traffic Statistics
Fiscal Years Ended May 31

Revenue Composition as a Percentage of Total Revenue

				Electronic Toll Collection			
	Passenger	Commercial	Total	EZPass/VES	Toll By Plate	Non-ETC	Total
2016	59.02%	40.98%	100.00%	74.28%	0.26%	25.46%	100.00%
2017	59.28	40.72	100.00	76.55	0.59	22.86	100.00
2018	58.44	41.56	100.00	78.86	0.81	20.33	100.00
2019	57.48	42.52	100.00	81.38	1.10	17.52	100.00
2020	55.16	44.84	100.00	84.00	2.80	13.20	100.00
2021	50.85	49.15	100.00	84.94	15.04	0.02	100.00
2022	54.43	45.57	100.00	83.47	16.53	0.00	100.00
2023	54.43	45.57	100.00	83.98	16.02	0.00	100.00
2024	54.90	45.10	100.00	83.69	16.31	0.00	100.00
2025	53.43	46.57	100.00	83.06	16.94	0.00	100.00

Note: Gross fare revenues for fiscal years 2016 to 2024 have been reclassified to conform to the fiscal year 2025 passenger and commercial vehicle groupings as noted above on the *"Traffic Statics"* schedule.

Traffic Composition as a Percentage of Total Vehicles

				Electronic Toll Collection (ETC)			
	Passenger	Commercial	Total	EZPass/VES	Toll By Plate	Non-ETC	Total
2016	86.12%	13.88%	100.00%	76.96%	0.30%	22.74%	100.00%
2017	86.05	13.95	100.00	79.00	0.76	20.24	100.00
2018	85.66	14.34	100.00	81.12	1.87	17.01	100.00
2019	84.66	15.34	100.00	82.65	17.35	0.00	100.00
2020	83.17	16.83	100.00	83.90	16.10	0.00	100.00
2021	80.51	19.49	100.00	77.69	22.31	0.00	100.00
2022	81.86	18.14	100.00	77.79	22.21	0.00	100.00
2023	82.00	18.00	100.00	78.13	21.87	0.00	100.00
2024	82.23	17.77	100.00	77.80	22.20	0.00	100.00
2025	81.93	18.07	100.00	75.04	24.96	0.00	100.00

Note 1: The number of vehicle transactions presented for fiscal years 2016 through 2018 are slightly less than originally presented. The slight decrease is the result of a change in methodology for reporting transactions that could not be correlated due to a missing entry or exit record for the transaction. The Commission implemented this change as part of a reporting enhancement project in fiscal year 2021. Prior years were restated; therefore, counts are consistent with the current methodology.

Note 2: The number of vehicle transaction counts for fiscal years 2019 through January 4, 2025, have been restated using ORT equivalent volumes as described in the notes to the "Traffic Statics" schedule. Percentages for fiscal years 2019 through 2024 have been restated for the ORT equivalent values. Percentages for fiscal years 2016 through 2018 are presented as originally reported due to the unavailability of ORT equivalent transaction data for those years.

Note 3: Non-ETC transactions are included with TBP transactions for estimating equivalency volumes for periods prior to the ORT conversion.

Refer to page 154 for vehicle class definitions.

Source: Pennsylvania Turnpike Commission

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Ten Largest Commercial Customers
(000s Omitted)
Fiscal Years Ended May 31

	2025		2016	
	Annual Fares	Rank	Annual Fares	Rank
Best Pass, Inc.	$ 252,333	1	$ 64,916	1
Prepass Safety Alliance (Previously HELP)	199,213	2	59,834	2
Central Transport LLC	1,728	3		
Food Haulers, Inc.	1,287	4		
Giant Eagle/OK Grocery	786	5		
Sheetz Distribution Services LLC	647	6		
Lindy Paving, Inc.	590	7		
Air Ground Xpress, Inc.	451	8		
JA Trucking, Inc.	433	9		
PECO Energy Co.	339	10		
FedEx Ground			5,106	3
United Parcel Service, Inc.			3,768	4
J. B. Hunt Transport, Inc.			3,410	5
Pitt-Ohio Express, Inc.			2,770	6
Estes Express Lines			2,142	7
Con-way Freight System, Inc.			1,933	8
ECM Transport LLC			1,516	9
ABF Freight System, Inc.			1,451	10
	$ 457,807		$ 146,846	

Source: Pennsylvania Turnpike Commission

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Percentage of PA Turnpike ETC Traffic by IAG Agency
Fiscal Years Ended May 31

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Pennsylvania ^	**71.58%**	**71.53%**	**71.01%**	**71.48%**	**71.98%**	**75.84%**	**75.22%**	**75.32%**	**75.53%**	**73.74%**
New Jersey Agencies*	13.49	13.33	11.87	12.95	12.75	10.93	10.97	10.27	9.97	11.44
MTA Bridges & Tunnels	2.25	2.33	2.21	2.51	2.47	2.28	2.55	2.54	2.52	2.76
New York State Thruway	2.98	2.87	2.59	2.40	2.33	1.86	1.98	2.31	2.25	2.23
Port Authority NY & NJ	1.96	2.07	2.15	2.19	2.25	1.96	2.17	2.17	2.16	2.04
Ohio Turnpike	1.03	1.13	1.12	1.31	1.34	1.24	1.30	1.40	1.44	1.15
Massachusetts Turnpike Authority	0.48	0.49	0.56	0.50	0.58	1.27	1.03	1.29	1.44	2.25
Maryland Transportation Authority	1.15	1.16	1.15	1.21	1.23	1.13	1.16	1.09	1.13	1.05
Illinois State Toll Highway Authority	1.11	1.12	1.09	1.30	1.34	1.25	1.13	1.06	1.00	0.86
Virginia DOT	0.90	0.93	0.86	0.97	0.97	0.87	0.97	0.94	0.95	0.83
Delaware DOT	0.98	0.97	0.85	0.89	0.88	0.79	0.80	0.77	0.77	0.79
Florida Turnpike	n/a	n/a	n/a	n/a	n/a	0.00	0.11	0.21	0.24	0.23
Central Florida Expressway Authority	n/a	n/a	n/a	n/a	0.01	0.03	0.06	0.09	0.10	0.12
Indiana DOT	0.11	0.11	0.14	0.10	0.09	0.08	0.08	0.07	0.07	0.07
West Virginia Parkways Authority	0.17	0.17	1.23	0.16	0.17	0.15	0.13	0.17	0.03	0.14
Rhode Island Toll & Bridge Authority	0.03	0.03	0.13	0.04	0.03	0.03	0.03	0.03	0.03	0.03
Delaware River Joint Toll Bridge Commission	0.82	0.72	0.57	0.44	0.12	0.09	0.07	0.04	0.02	0.02
Delaware River Port Authority	0.03	0.01	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other	0.93	1.03	2.27	1.55	1.46	0.20	0.24	0.23	0.35	0.25
Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**

* Includes: New Jersey Highway Authority, New Jersey Turnpike Authority, South Jersey Transportation Authority, and Burlington County Bridge Commission.

^ In FY21, amounts were updated to include TBP for 2016 and forward.

Source: Pennsylvania Turnpike Commission

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Employment by Nonfarm Related Industries – Demographic and Economic[1]
Fiscal Years Ended May 31[2]

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Employment by nonfarm related industries										
Private sector										
Goods producing										
Mining and logging	33,800	24,800	26,500	28,500	28,700	23,100	21,500	22,000	22,600	21,600
Construction	235,500	239,200	249,200	255,900	261,200	241,600	254,800	259,100	260,700	259,900
Manufacturing	569,600	561,400	563,400	571,600	575,500	538,100	544,500	564,000	566,600	562,600
Total goods producing	838,900	825,400	839,100	856,000	865,400	802,800	820,800	845,100	849,900	844,100
Service providing										
Trade, transportation and utilities	1,114,000	1,118,500	1,117,800	1,123,800	1,123,400	1,059,000	1,101,900	1,141,700	1,143,100	1,140,300
Information	85,500	85,000	84,800	86,700	87,900	83,900	86,400	93,200	93,200	90,800
Financial activities	317,200	319,700	323,600	328,700	333,900	329,400	331,100	336,100	340,700	339,900
Professional and business services	782,800	795,400	800,400	804,200	812,900	768,000	800,300	841,000	839,800	834,100
Education and health services	1,192,400	1,218,900	1,245,800	1,274,800	1,295,800	1,228,800	1,228,900	1,262,300	1,314,100	1,361,300
Leisure and hospitality	545,400	557,500	566,800	571,900	578,000	424,400	478,400	537,300	561,300	569,100
Other services	254,600	259,300	259,700	260,800	262,400	223,800	236,000	250,900	256,900	262,000
Total service providing	4,291,900	4,354,300	4,398,900	4,450,900	4,494,300	4,117,300	4,263,000	4,462,500	4,549,100	4,597,500
Total private sector	5,130,800	5,179,700	5,238,000	5,306,900	5,359,700	4,920,100	5,083,800	5,307,600	5,399,000	5,441,600
Government	704,700	703,200	703,200	703,000	706,200	684,800	676,700	678,100	687,600	699,900
Total employment by nonfarm related industries	5,835,500	5,882,900	5,941,200	6,009,900	6,065,900	5,604,900	5,760,500	5,985,700	6,086,600	6,141,500

Notes: (1) Due to statutory requirements (confidentiality provisions), the Commonwealth of Pennsylvania cannot disclose the number employed by the ten largest employers. As an alternative comparison, this schedule presents the number employed by nonfarm related industries. The ten largest employers are nonfarm related; therefore, the number employed by those employers could be expected to fall within this schedule. Farming related employment is not included on this schedule because most farms are not large enough to be required to provide the necessary data to the Pennsylvania Department of Labor and Industry.

(2) Annual data provided by the Pennsylvania Department of Labor and Industry's Center for Workforce Information & Analysis website is on a calendar year basis. Therefore, the amounts presented for each fiscal year were determined for the calendar year ended (12/31) that occurred within the Commission's fiscal year. In addition, various calendar years may differ from the totals presented in the same table in the May 31, 2024, ACFR because of revised data provided on the website.

Source: Information obtained from the Pennsylvania Department of Labor and Industry's Center for Workforce Information & Analysis website (*https://www.workstats.dli.pa.gov/Research/Pages/default.aspx*).

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Number of Employees
Fiscal Years Ended May 31

Number of Employees - Union and Management

	Management	Union	Total
2016	436	1,632	2,068
2017	440	1,589	2,029
2018	429	1,539	1,968
2019	432	1,492	1,924
2020	424	1,453	1,877
2021	387	967	1,354
2022	390	979	1,369
2023	426	959	1,385
2024	451	962	1,413
2025	443	959	1,402

Bargaining Unit Affiliation: International Brotherhood of Teamsters, Chauffeurs, Warehousemen, and Helpers of America

Number of Employees - Functional Area

	Toll Collection - Fares	Maintenance	Other	Total
2016	747	728	593	2,068
2017	715	723	591	2,029
2018	671	714	583	1,968
2019	637	701	586	1,924
2020	601	706	570	1,877
2021	91	723	540	1,354
2022	94	740	535	1,369
2023	92	737	556	1,385
2024	83	760	570	1,413
2025	-	751	651	1,402

Note 1: In response to the public health concerns resulting from the 2020 COVID-19 pandemic, the Commission moved to AET collection, removed toll collectors from toll booths and transitioned to only utilizing Toll-By-Plate and E-ZPass toll collection across the System.

Note 2: Effective May 30, 2025, the entire Interchange Operations Unit of Toll Collection was moved to the Facilities & Energy Management Operations (FEMO) Department, included in “Other”.

Source: Pennsylvania Turnpike Commission

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Vehicle Class Definitions
(Class Determines Fare)

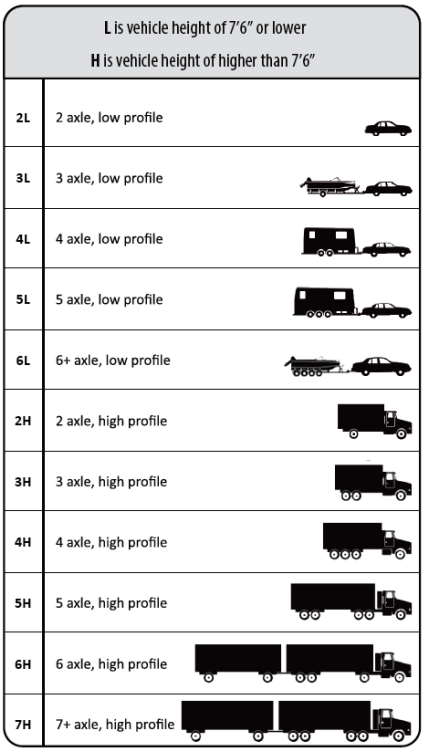
Weight Classification ^

Class	*Weight Classification*
1	Passenger vehicles
2*	7,001 - 15,000 lbs.
3	15,001 - 19,000 lbs.
4	19,001 - 30,000 lbs.
5	30,001 - 45,000 lbs.
6	45,001 - 62,000 lbs.
7	62,001 - 80,000 lbs.
8	80,001 - 100,000 lbs.
9	100,001 lbs. and over or over dimensional

* Also includes any vehicle combination with more than two axles but weighing less than 7,000 lbs., except motorcycles with sidecar and/or trailer.

^Prior to the ORT implementation on January 5, 2025, axle height definitions were used on the Southern Beltway, and at the Clarks Summit and Keyser Ave tolling points. All other TBP/AET In Place tolling points used classes listed above. See note below.

Axle Height Classification ^



Note: On January 5, 2025, the Commission fully transitioned away from weight-based toll classification to the axle and height under automated vehicle classification system that calculates tolls based on the vehicle's height plus the number of axles.

Permits may be required. Permits are required if the vehicle exceeds any of the following:

Length: 85 feet
Weight: 100,000 lbs.
Axle weight: 22,400 lbs.
Height: 13 feet 6 inches
Width: Over 10 feet to a maximum of 11 feet 6 inches
Bumper Overhang: Over 5 ft. front or over 15 ft. rear

Note: Some exceptions may apply. For additional information regarding these exceptions, visit our website at *www.paturnpike.com* or call our Customer Assistance Center.

Source: Pennsylvania Turnpike Commission

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Miscellaneous Statistics
Fiscal Years Ended May 31

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
LENGTH OF HIGHWAY										
Delaware River to Ohio Line	359	359	359	359	359	359	359	359	359	359
Northeast Extension	110	110	110	110	110	110	110	110	110	110
Southwestern Expansion	83	83	83	83	83	83	96	96	96	96
NUMBER OF SYSTEM ACCESS/TOLLING POINTS [1 2 3]										
Mainline										
Staffed interchanges/barriers	28	27	27	25	-	-	-	-	-	-
Cashless Tolling/Ramps	3	5	5	7	32	32	36	36	36	20
Entry/Exit - No Toll Charged	-	-	-	-	-	-	-	-	-	16
ORT Toll Points (gantries)	-	-	-	-	-	-	-	-	-	11
Total	31	32	32	32	32	32	36	36	36	47
Northeast Extension										
Staffed interchanges/barriers	10	10	8	8	-	-	-	-	-	-
Cashless Tolling/Ramps	1	1	3	3	11	11	11	11	11	-
Entry/Exit - No Toll Charged	-	-	-	-	-	-	-	-	-	11
ORT Toll Points (gantries)	-	-	-	-	-	-	-	-	-	10
Total	11	11	11	11	11	11	11	11	11	21
Western Expansions										
Staffed interchanges/barriers	25	20	-	-	-	-	-	-	-	-
Cashless Tolling/Ramps	-	5	25	25	25	25	26	26	26	22
Entry/Exit - No Toll Charged	-	-	-	-	-	-	-	-	-	25
ORT Toll Points (gantries)	-	-	-	-	-	-	-	-	-	3
Total	25	25	25	25	25	25	26	26	26	50
NUMBER OF SERVICE PLAZAS										
Delaware River to Ohio Line	15	15	15	15	15	15	15	15	15	15
Northeast Extension	2	2	2	2	2	2	2	2	2	2
NUMBER OF MAINTENANCE FACILITIES	22	22	22	22	22	22	23	23	23	23

[1] Staffed interchanges/barriers include staffed interchanges, staffed barriers and staffed ramp locations. Cashless Tolling/Ramps include slip ramps, barriers and ramp locations that are not staffed. These cashless locations only collect tolls using automated money machines, E-ZPass, Toll-By-Plate or a combination of these methods. 'Entry/Exit - No Toll Charged' are system access points including interchanges and ramps where no toll is charged. ORT Toll Points (gantries) are overhead structures located between interchanges that contain the cameras and electronic readers that allow the Commission to charge tolls electronically as customers drive beneath at highway speeds.

[2] Effective March 16, 2020, due to the COVID-19 pandemic, the Commission implemented all-electronic tolling across the system.

[3] On January 5, 2025, the Commission transitioned its toll collection to Open Road Tolling (ORT) on trips east of Reading and on the entire Northeast Extension. The counts on the Western Expansions were adjusted to match the new format for all sections.

Source: Pennsylvania Turnpike Commission

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Technical Data

Right-of-way width	Minimum	200 feet
Turnpike width	Delaware River to Ohio Line (4 lanes)	78 feet
	Northeastern Extension Junction to Philadelphia Interchange (6 lanes)	106 feet
	Northeastern Extension (4 lanes)	72 feet
	Southwestern Expansion	132 feet
	Totally Reconstructed Areas (various locations)	122 feet
Lane width	Standard	12 feet
	Northeastern Extension Junction to Philadelphia Interchange	12 feet
	Width of double lanes	24 feet
	Width of triple lanes	36 feet
Curves	Maximum (approximately 955 feet minimum radius) on Allegheny Mountain climbing lanes only	6 degrees
	Western Extension (Irwin - Ohio Line)	4 degrees
	Remainder of Turnpike	3 degrees
Grades	Mainline	3 percent
	Ramps	6 percent
	Extensions	5 percent
Tunnels	Allegheny	6,070 feet
	Tuscarora	5,326 feet
	Kittatinny	4,727 feet
	Lehigh	4,379 feet
	Blue Mountain	4,339 feet
Major bridges	Delaware River Bridge	6,571 feet
	Susquehanna River Bridges (EB/WB)*	5,918 feet
	Monongahela River Bridge	3,078 feet
	Joe Montana Bridges (NB/SB)*	2,516 feet
	Allegheny River Bridges (EB/WB)*	2,350 feet
	Park Avenue Bridges (NB/SB)*	1,788 feet
	Mahoning River Bridges (NB/SB)*	1,700 feet
	SR 51/SR 119 Interchange Bridges*	1,697 feet
	Dunlap Creek Bridges (NB/SB)*	1,675 feet
	Clarks Summit Bridge	1,627 feet
Highest elevation	Milepost 100.45	2,603 ft. above sea level

* When bridges are separated for directional purposes, the longer bridge length is reported.

The technical data presented does not change from year to year; therefore, a ten-year trend schedule is not presented.

Source: Pennsylvania Turnpike Commission

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Chronology, Turnpike Construction

Turnpike Section	Length (Miles)	Construction Cost (Millions)	Bill Signed	Ground-breaking	Open to Traffic
Original Turnpike					
Carlisle - Irwin	159	$ 76	May 21, 1937	Oct. 27, 1938	Oct. 1, 1940
Philadelphia Extension					
Carlisle - Valley Forge	100	87	May 16, 1940	Sept. 28, 1948	Nov. 20, 1950
Western Extension:					
Irwin - Ohio Line	67	77.5	June 11, 1941	Oct. 24, 1949	Dec. 26, 1951
Delware River Extension:					
Valley Forge - Delaware River	33	65	May 23, 1951	Nov. 20, 1952	Nov. 17, 1954
Delware River Bridge	1.5	Not available	May 23, 1951	June 22, 1954	May 23, 1956
Northeastern Extension:					
East/West Turnpike to Scranton	110	233	Sept. 27, 1951	Mar. 25, 1954	Nov. 7, 1957
Mon/Fayette Expressway -					
California Interchange	6	7	Sept. 1985	June 9, 1988	Oct. 12, 1990
Beaver Valley Expressway	16	240	Sept. 1985	Oct. 20, 1989	Nov. 20, 1992
Mid-County Interchange	-	80	Sept. 1985	Dec. 20, 1989	Dec. 15, 1992
Amos K. Hutchinson Bypass	13	271	Sept. 1985	Aug. 20, 1990	Dec. 9, 1993
Keyser Avenue Interchange	-	47	Sept. 1985	Not available	Feb. 1, 1995
Mon/Fayette Expressway -					
Mason-Dixon Link	8	132	Sept. 1985	Nov. 1, 1994	Mar. 1, 2000
Mon/Fayette Expressway - I-70					
to Coyle Curtain Road	4	90	Sept. 1985	June 19, 1997	May 11, 2001
Mon/Fayette Expressway - Coyle					
Curtain Road to SR 51	13	604	Sept. 1985	Sept. 1997	Apr. 12, 2002
Southern Beltway Findlay					
Connector	6	234	Aug. 1991	Nov. 12, 2003	Oct. 11, 2006
Mon/Fayette Expressway -					
Uniontown to Brownsville		859	Sept. 1985		
Phase 1	8			April 1, 2006	Oct. 23, 2008
Phase 2	9			April 24, 2008	July 16, 2012
Southern Beltway -					
US 22 to I-79	13	800	Aug. 1991	December 2016	October 15, 2021

Source: Pennsylvania Turnpike Commission

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Chronology, Turnpike Improvements

Date	Improvement
September 6, 1962	Groundbreaking on Laurel Hill Bypass and boring of second Allegheny Tunnel
October 30, 1964	Laurel Hill Bypass (3.1 miles) opened, eliminating two-lane, 4,541-foot-long Laurel Hill tunnel
March 15, 1965	Second Allegheny Tunnel opened; original tunnel closed for refurbishing
December 1965	Median barriers completed on entire east-west turnpike
April 1966	Work begins at second tunnels at Blue, Kittatinny, and Tuscarora Mountains
August 25, 1966	Original Allegheny Tunnel reopened
November 26, 1968	Sideling Hill Bypass (13.3 miles) opened, eliminating two two-lane tunnels: Ray's Hill (3,532 feet) and Sideling Hill (6,782 feet)
November 26, 1968	Second Blue, Kittatinny, and Tuscarora Tunnels opened
August 14, 1969	Median barrier completed on entire Turnpike
December 2, 1981	Completion of three climbing lane projects (Allegheny, Indian Creek, and Jacob's Creek)
May 20, 1982	Computerization and renovation of toll collection system begins
March 10, 1986	Six-lane widening project begins (junction of Northeastern Extension to Bensalem Interchange)
July 22, 1987	Computerized toll collection system placed into service
November 27, 1987	Opening of six-lane section near Philadelphia
June 9, 1988	Groundbreaking on the Mon/Fayette, six-mile link between I-70 and U.S. 40
February 14, 1989	Groundbreaking for second Lehigh Tunnel
October 20, 1989	Groundbreaking for Mahoning River Bridge
December 19, 1989	Groundbreaking for Mid-County Interchange
June 14, 1990	Groundbreaking for Beaver Valley Expressway
August 15, 1990	Groundbreaking for Amos K. Hutchingson Bypass
October 12, 1990	Opening of the first six-mile section of the Mon-Valley/Fayette Expressway linking I-70 and U.S. 40 in Washington County
November 22, 1991	Complete installation of call boxes along the Turnpike System
November 22, 1991	Opening of the second Lehigh Tunnel
November 20, 1992	Opening of the Beaver Valley Expressway (Toll 60, James E. Ross Highway), the world's first weigh barrier toll system
December 15, 1992	Opening of the new Mid-County Interchange
December 9, 1993	Opening of Amos K. Hutchinson Bypass
November 1, 1994	Groundbreaking on first section of the Mon/Fayette Expressway, at Fairchance
February 1, 1995	Opening of the Keyser Avenue Interchange
May 26, 1995	Opening of the Allentown and Sideling Hill Farmers' Markets
June 2, 1995	Groundbreaking on the Mon/Fayette I-70 to Route 51 Transportation project
November 1, 1996	Northeast Extension designated I-476
March 1, 2000	Opening of Mon/Fayette Expressway - Mason-Dixon Link
August 25, 2000	Completion of total reconstruction MP 94 - 99
December 2, 2000	Implementation of E-ZPass (electronic toll collection system) for passenger vehicles in southeastern and south central PA (interchanges 242-359)

Date	Improvement
May 7, 2001	Reopening of the newly renovated and expanded central office administration building in Highspire, PA
May 11, 2001	Opening of I-70 to Coyle Curtain Road section of the Mon/Fayette Expressway
May 19, 2001	Expansion of E-ZPass system to six additional interchanges, 226, 236, and 74 (Mahoning Valley) to 115 (Wyoming Valley) Toll Plaza on the Northeast Extension
August 17, 2001	Completion of total reconstruction MP 186 - 199
November 2001	Interchange dual-numbering system installation completed
December 15, 2001	E-ZPass lanes for passenger vehicles available at all of the Turnpike's Mainline Interchanges
April 12, 2002	Opening of Coyle Curtain Road to SR 51 section of the Mon/Fayette Expressway
June 1, 2002	Implementation of a Wide Area Network (WAN)
August 23, 2002	Completion of total reconstruction MP 75 - 85
December 15, 2002	E-ZPass lanes for commerical vehicles available at all of the Turnpike's Mainline Interchanges
June 1, 2003	Opening of the new Warrendale Interchange
November 12, 2003	Groundbreaking for Southern Beltway Findlay Connector (PA-60 to US 22)
June 2, 2004	Opening of the first express E-ZPass lane at Warrendale Interchange (eastbound)
June 26, 2004	Opening of the second express E-ZPass lane at Warrendale Interchange (westbound)
November 23, 2004	Expansion of E-ZPass system to two additional interchanges, 122-Keyser Avenue and 131-Clarks Summit on the Northeast extension
December 9, 2004	Electronic bar code scanners installed at all interchanges
January 19, 2005	Implementation of the Tag Teller program
April 1, 2005	Completion of total reconstruction MP 109 - 121
October 12, 2005	Express E-ZPass lanes opened at Mid County Interchange
November 28, 2005	Fog warning system between Breezewood Interchange and Sideling Hill Service Plaza installed
November 2005	Total Reconstruction of MP 38 - MP 40
December 2005	Total Reconstruction of MP 85 - MP 94
January 2, 2006	One way tolling (eastbound) at Gateway Interchange (free westbound)
April 1, 2006	Groundbreaking for Mon/Fayette Uniontown to Brownsville project
June 2, 2006	Expansion of E-ZPass system to the AKH Mainline interchange
June 2006	Total Reconstruction of MP 331 - MP 333 and addition of third travel lane
October 2006	Opening of Southern Beltway Findlay Connector
January 2007	Reconstruction of Norristown Interchange, MP 333.28
February 2007	Amos K. Hutchinson and Beaver Valley Expressway completely equipped with E-ZPass
May 2007	Opening of reconstructed Oakmont Service Plaza
June 2007	Opening of newly reconstructed Susquehanna River Bridge
June 2007	Gateway Express E-ZPass opened
August 2007	Reconstruction of Lebanon-Lancaster Interchange, MP 266.45
September 2007	Reconstruction of Gettysburg Interchange, MP 236.22
October 2007	Reconstruction of Harrisburg East Interchange, MP 247.38

Date	Improvement
May 2008	Opening of reconstructed Allentown, Sideling Hill and North Somerset Service Plazas
June 2008	Total Reconstruction of MP 245 - MP 247 and addition of third travel lane
October 2008	Completion of Phase I of Uniontown to Brownsville portion of Mon/Fayette
November 2008	Total Reconstruction of MP 326 - MP 331 and addition of third travel lane
November 2008	Total Reconstruction of MP 124 - MP 128 and addition of third lane westbound only
May 2009	Opening of reconstructed New Stanton Service Plaza
June 2009	Total Reconstruction of MP 0 - MP 10, and MP 210 - MP 215 and addition of third travel lane
November 2009	Total Reconstruction of MP 67 - MP 75 and addition of third travel lane
May 2010	Opening of reconstructed King of Prussia Service Plaza
October 2010	Opening of reconstructed Trevose Maintenance Facility
November 2010	Total Reconstruction of MP 48 - MP 50 and addition of third travel lane
November 2010	Opening of reconstructed Hickory Run Service Plaza
November 2010	Opening of newly reconstructed Allegheny River Bridge
November 2010	Opening of all-electronic E-ZPass Only Street Road Interchange, MP 352
May 2011	Opening of reconstructed Bowmansville and Lawn Service Plazas
May 2012	Opening of newly constructed South Somerset Service Plaza
May 2012	Opening of reconstructed Cumberland Valley and Blue Mountain Service Plazas
July 2012	Completion of Phase 2 of Uniontown to Brownsville portion of Mon/Fayette (including Monongahela River Bridge)
November 2012	Opening of newly constructed Lehigh River & Pohopoco Creek Bridges
November 2012	Total Reconstuction of MP A73 - MP A75 and addition of third travel lane
December 2012	Opening of all-electronic E-ZPass Only SR29 Interchange, MP 320
December 2012	Total Reconstruction of MP 31 - MP 38, MP 319 - MP 320, MP 215 - MP 220 and addition of third travel lane
May 2013	Opening of reconstructed Highspire and South Midway Service Plazas
July 2013	Groundbreaking for Stage 1 of the Turnpike/I-95 Interchange project
August 2013	Total Reconstruction of MP 199 - MP 202 and addition of third travel lane
April 2014	Electric vehicle charging stations installed at Bowmansville and King of Prussia Service Plazas
May 2014	Opening of reconstructed Peter J. Camiel Service Plaza
October 2014	Total Reconstruction of MP A20-A26 and addition of third travel lane
November 2014	Compressed Natural Gas fueling dispensers installed at the New Stanton Service Plaza
December 2014	Total Reconstruction of MP 206 - 210 and addition of third travel lane
February 2015	Opening of reconstructed Somerset Maintenance and PSP Facilities
May 2015	Opening of reconstructed North Midway Service Plaza
June 2015	Opening of reconstructed Plymouth Meeting Maintenance Facility
July 2015	Opening of E-ZPass Only SR903 Interchange, MP 87 on the Northeast Extension
August 2015	Opening of reconstructed Valley Forge Service Plaza
November 2015	Total Reconstruction of MP 99 - 102 and addition of third travel lane

Date	Improvement
January 2016	Neshaminy Falls Toll Plaza, the new eastern-most start and end point of the ticket system opens and the Delaware Valley interchange and the Delaware River Bridge toll plazas are decommissioned
January 2016	Toll By Plate, a new westbound highway speed automatic cashless tolling location, opens near the Delaware River Bridge
April 2016	Total Reconstruction of MP 44 - 48 and addition of third travel lane
September 2016	Pavement Rehabilitation of MP A101 - A104
October 2016	Opening of newly reconstructed Swatara Creek Bridge
October 2016	Total Reconstruction of MP 250 - 252
December 2016	Groundbreaking for the US 22 to I-79 Section of the Southern Beltway
April 2017	Total Reconstruction of MP 220 - 227 and addition of third travel lane
April 2017	Opening of Toll By Plate cashless tolling along Beaver Valley Expressway
May 2017	Remediation of New Baltimore Slide, MP 128
November 2017	Total Reconstruction of MP A26 - A31 and addition of third travel lane
April 2018	Opening of Toll By Plate cashless tolling at Keyser Avenue/Clarks Summit
May 2018	Total Reconstruction of MP 242 - 245 and addition of third travel lane
June 2018	Total Reconstruction of MP 202 - 206 and addition of third travel lane
June 2018	Opening of Toll By Plate cashless tolling at Findlay Connector
September 2018	Opening of Stage 1 of I-95 Interchange Project connecting the Turnpike Mainline with I-95
January 2019	Conversion of Fort Littleton and Blue Mountain to cashless interchanges
July 2019	Construction starts on first major rehabilitation of the Tuscarora Tunnel
October 2019	Design and Construction starts on the installation of a Fiber Optic Network from MP 247 - H43 and from MP A20 - A131
October 2019	Total Reconstruction of MP 40 - 44 and addition of third travel lane
March 2020	Emergency conversion to All-Electronic Tolling interchanges systemwide
June 2020	Permanent conversion to All-Electronic Tolling interchanges systemwide
October 2021	Partial opening of Southern Beltway (US 22 to I-79)
October 2021	Greensburg Microgrid goes online at Greensburg Maintenance Facility
November 2021	Total Reconstruction of MP A31 - A-38 and addition of third travel lane
October 2022	Total Reconstruction of MP 28 - 31 and addition of third travel lane
April 2023	Construction complete on the installation of the Fiber Optic Network from MP 247 - H43
November 2023	Construction complete on the installation of the Fiber Optic Network from MP A20 - A131
December 2023	Design and Construction starts on the installation of a Fiber Optic Network from MP 0 (Ohio Line) to MP 247
January 2024	Construction completed on first major rehabilitation of the Tuscarora Tunnel
July 2024	Opening of reconstructed Devault Maintenance Facility
August 2024	Total Reconstruction of MP 102-109 and addition of third travel lane
October 2024	Total Reconstruction of MP 324-326 and addition of third travel lane
December 2024	Construction complete on the installation of the Fiber Optic Network from MP 236-247
January 2025	Open Road Tolling Conversion from Reading to NJ and on the Northeast Extension

Source: Pennsylvania Turnpike Commission

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Chronology, Speed Limits

Date	Speed Limit
October 1, 1940	No speed limit established by law
April 15, 1941	70 MPH; various lower commerical speeds depending on vehicle weight
December 1941	Wartime restriction of 35 MPH for all traffic
August 1945	Wartime restriction lifted. Speed limits revert to those of April 15, 1941
July 9, 1951	70 MPH for cars, buses, motorcycles
	50 MPH for all other traffic
January 15, 1953	*Gateway to Breezewood*
	60 MPH for cars, buses
	45 MPH for trucks
May 7, 1956	*Breezewood to Valley Forge*
	70 MPH for cars, buses
	50 MPH for trucks
	Bridges
	45 MPH for all traffic
July 24, 1966	65 MPH for cars, buses, motorcycles
	55 MPH for commercial vehicles
November 1973	55 MPH restriction nationwide, enforced on Turnpike beginning December 2, 1973
July 13, 1995	65 MPH for cars, buses, motorcycles, and commercial vehicles, except in urban areas where speed limit is 55 MPH
April 3, 2001	55 MPH from milepost 75 to milepost 130 for all vehicles
April 11, 2005	65 MPH for all vehicles, except tunnels, MP 122-130, and approaches to mainline toll plazas will remain at 55 MPH
July 2014	70 MPH for all vehicles between MP 201 - 298
May 2016	70 MPH for all vehicles in all areas that were previously 65 MPH

Source: Pennsylvania Turnpike Commission

PENNSYLVANIA TURNPIKE COMMISSION
A Component Unit of the Commonwealth of Pennsylvania
Chronology, Toll Rates

	Statewide Average Rate Increase (All Classes)		Total Cross-State Toll (Class 1)		Total Miles (East-West Mainline)	Average Cents Per Mile	
	Cash / TBP ^	E-ZPass	Cash / TBP ^	E-ZPass	Miles	Cash / TBP ^	E-ZPass
1956*	0%	0%	$ 3.90	$ 0.00	359	1.1¢	0.0¢
1969	82	0	7.10	0.00	359	2.0	0.0
1978	23	0	8.70	0.00	359	2.4	0.0
1987	30	0	11.30	0.00	359	3.1	0.0
1991	30	0	14.70	0.00	359	4.1	0.0
2004	42	0	21.25	21.25	359	5.9	5.9
2009**	25	25	28.45	28.45	359	7.9	7.9
2010**	3	3	29.35	29.35	359	8.1	8.1
2011**	10	3	32.30	30.17	359	9.0	8.4
2012**	10	0	35.55	30.17	359	9.9	8.4
2013**	10	2	39.15	30.77	359	10.9	8.6
2014**	12	2	43.90	31.38	359	12.2	8.7
2015**	5	5	46.10	32.95	359	12.8	9.2
2016**	6	6	48.90	34.93	359	13.6	9.7
2017**	6	6	51.85	37.03	359	14.4	10.3
2018**	6	6	55.00	39.25	359	15.3	10.9
2019**	6	6	58.30	41.70	359	16.2	11.6
2020**	6	6	65.70	44.30	359	18.3	12.3
2021** #	6	6	95.30	47.00	359	26.5	13.1
2022**	5	5	100.20	49.50	359	27.9	13.8
2023**	5	5	105.30	52.10	359	29.3	14.5
2024**	5	5	110.70	54.80	359	30.8	15.3
2025**	5	5	120.74	60.27	359	33.6	16.8

Total Cross-State Toll represents Eastbound Mainline Toll for Class 1 (Passenger) from Gateway (Exit #2) to Delaware River Bridge (Exit #43 [old #359]).

* Cross-State Toll Clarification: Although the PA Turnpike opened to traffic October 1, 1940, at the time it ran just 160 miles from Irwin, PA, to Middlesex, PA; therefore, the 1956 toll rate is used for comparison purposes as it represents the earliest, cross-state Turnpike toll.

** Eastbound cross-state motorists pay a “one-way” toll at the Gateway Toll Plaza (Exit #2) near the Ohio border implemented in 2006. Beginning in 2016, westbound cross-state motorists pay a “one-way” toll at the Delaware River Bridge (Exit #43 [old #359]). The closed (formerly ticket) toll system begins at Warrendale (Exit # 30) and ends at gantry T-291 (east of the Reading interchange [Exit #286]).

^ Effective March 16, 2020, due to the COVID-19 pandemic, the Commission implemented all-electronic tolling across the system. Tolls are collected via the Toll-By-Plate system at the cash rates.

An additional 45% increase over the 2020 cash rate for Toll-By-Plate motorists was implemented at most interchanges which reflects the higher cost of collections for this method.

Source: Pennsylvania Turnpike Commission.


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APPENDIX C

SUMMARY OF CERTAIN PROVISIONS OF AND DEFINED TERMS IN THE SUBORDINATE INDENTURE

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APPENDIX C

SUMMARY OF CERTAIN PROVISIONS OF AND DEFINED TERMS IN THE SUBORDINATE INDENTURE

The following sets forth the definitions derived from the Subordinate Indenture (which term shall include all Supplemental Subordinate Indentures relating thereto, including Supplemental Subordinate Indenture No. 43), concerning the 2026 Refunding Bonds and the operation of the Subordinate Indenture. This summary of such terms does not purport to be complete or definitive and is subject to all of the terms and provisions of the Subordinate Indenture, copies of which will be available at the corporate trust office of Computershare Trust Company, N.A., as trustee. Reference should be made to the Subordinate Indenture for a complete statement of all the provisions of the Subordinate Indenture, including those provisions which are not summarized in this Official Statement.

DEFINITIONS OF CERTAIN TERMS

In addition to words and terms elsewhere defined in this Official Statement, the following words and terms used in this Official Statement and this Appendix C and the Subordinate Indenture shall have the following meanings unless the context clearly indicates otherwise:

"Additional Subordinate Indenture Bonds" means Subordinate Indenture Bonds of any Series, other than the Original Subordinate Indenture Bonds, authorized to be issued under the Subordinate Indenture.

"Administrative Expenses" means costs and fees in connection with the Subordinate Indenture Bonds and Parity Obligations including, without limitation, costs and fees of the Trustee, Consultants, Counsel, Bond Counsel and the Commission.

"Annual Debt Service" means (a) The amount of principal and interest paid or payable with respect to Subordinate Indenture Bonds in a Fiscal Year plus (b) Reimbursement Obligations paid or payable by the Commission in such Fiscal Year (but only to the extent they are not duplicative of such principal and interest), plus (c) Approved Swap Agreement payments paid or payable by the Commission in such Fiscal Year, minus (d) the amounts, if any, paid or payable to the Commission in such Fiscal Year with respect to Approved Swap Agreements, provided that the difference between the amounts described in clauses (c) and (d) shall be included only to the extent that such difference would not be recognized as a result of the application of the assumptions set forth below. The following assumptions shall be used to determine the Annual Debt Service becoming due in any Fiscal Year:

(a) in determining the principal amount paid or payable with respect to Subordinate Indenture Bonds or Reimbursement Obligations in each Fiscal Year, payment shall be assumed to be made in accordance with any amortization schedule established for such Indebtedness, including amounts paid or payable pursuant to any mandatory redemption schedule for such Indebtedness;

(b) if any of the Indebtedness or proposed Indebtedness constitutes Balloon Indebtedness, then such amounts thereof as constitute Balloon Indebtedness shall be treated as if such Indebtedness is to be amortized in substantially equal annual installments of principal and interest over a term of 25 years from the date of issuance of such Indebtedness. Anything to the contrary in the Subordinate Indenture notwithstanding, during the year preceding the final maturity date of such Indebtedness, all of the principal thereof shall be considered to be due on such maturity date unless the Commission provides to the Trustee a certificate of a Financial Consultant certifying that, in its judgment, the Commission will be able to refinance such Balloon Indebtedness, in which event the Balloon Indebtedness shall be amortized over the term of the Indebtedness expected to refinance such Balloon Indebtedness and shall bear the interest rate specified in the certificate of the Financial Consultant;

(c) if any of the Indebtedness or proposed Indebtedness constitutes Variable Rate Indebtedness, then interest in future periods shall be based on the Assumed Variable Rate; and

(d) termination or similar payments under an Approved Swap Agreement shall not be taken into account in any calculation of Annual Debt Service.

"Applicable Long-Term Indebtedness" includes Subordinate Indenture Bonds, Additional Subordinate Indenture Bonds and Parity Obligations.

"Approved Swap Agreement" shall have the meaning set forth under "Approved and Parity Swap Obligations" of this Appendix C.

"Assumed Variable Rate" means in the case of (a) Outstanding Variable Rate Indebtedness, the average interest rate on such Indebtedness for the most recently completed 12-month period; and (b) proposed Variable Rate Indebtedness, (1) which will, in the opinion of Bond Counsel delivered at the time of the issuance thereof be excluded from gross income for federal income tax purposes, the average of the Security Industry and Financial Markets Association Municipal Swap Index as the successor to the Bond Market Association Swap Index ("SIFMA Index") for the 12 months ending 7 days preceding the date of calculation plus 100 basis points, or (2) in the case of Subordinate Indenture Bonds not described in clause (1), the London Interbank Offered Rate ("LIBOR") most closely resembling the reset period for the Variable Rate Indebtedness plus 100 basis points; provided that if the SIFMA Index or LIBOR shall cease to be published, the index to be used in its place shall be that index which the Commission in consultation with the Financial Consultant determines most closely replicates such index, as set forth in a certificate of a Commission Official filed with the Trustee.

"Authorized Denominations" means, with respect to the 2026 Refunding Bonds, $5,000 and any integral multiple thereof.

"Balloon Indebtedness" means Long-Term Indebtedness of which 25% or more of the principal matures in the same Fiscal Year and is not required by the documents pursuant to which such Indebtedness was issued to be amortized by payment or redemption prior to that Fiscal Year, provided that such Indebtedness will not constitute Balloon Indebtedness if the Trustee is provided a certificate of a Commission Official certifying that such Indebtedness is not to be treated as

Balloon Indebtedness (because, by way of example, such Indebtedness is intended to serve as "wrap around" Indebtedness).

"Bank" means as to any particular Series of Subordinate Indenture Bonds, each Person (other than a Bond Insurer or PennDOT) providing a letter of credit, a line of credit, a guaranty or another credit or liquidity enhancement facility as designated in the Supplemental Indenture providing for the issuance of such Subordinate Indenture Bonds.

"Bank Fee" means any commission, fee or expense payable to a Bank pursuant to a Reimbursement Agreement (but not amounts payable as reimbursement for amounts drawn under a Credit Facility or interest on such amounts).

"Bankruptcy Law" means Title 9 of the United States Code, as amended from time to time, and any successor to or replacement of such Title and any other applicable federal or state bankruptcy, insolvency or similar law.

"Beneficial Owner" means the beneficial owner of any Subordinate Indenture Bond which is held by a nominee.

"Bond Buyer Index" means the Bond Buyer 20 Bond Index as published weekly in "The Bond Buyer". If such Index shall cease to be published, the Financial Consultant shall select another index which shall be reflective of the Commission's fixed borrowing cost.

"Bond Counsel" means any attorney or firm of attorneys whose experience in matters relating to the issuance of obligations by states and their political subdivisions is nationally recognized.

"Bond Insurer" means as to any particular maturity or any particular Series of Subordinate Indenture Bonds, the Person undertaking to insure such Subordinate Indenture Bonds as designated in a Supplemental Indenture providing for the issuance of such Subordinate Indenture Bonds.

"Book-Entry-Only System" means a system similar to the system described in the Subordinate Indenture pursuant to which bonds are registered in book-entry form.

"Business Day" means a day other than (i) a Saturday and Sunday, (ii) a day on which the Trustee or banks and trust companies in New York, New York are authorized or required to remain closed, or (iii) a day on which the New York Stock Exchange is closed.

"Chief Engineer" means the employee of the Commission designated its "Chief Engineer" or any successor title.

"Class" means the Revenue Bonds or their Holders, collectively, or the Special Revenue Bonds or their Holders, collectively, or any future type of Subordinate Indenture Bond, unique in its security or purposes in relation to other Subordinate Indenture Bonds, or its Holders, collectively.

"Code" means the Internal Revenue Code of 1986, as amended, and the regulations proposed or in effect with respect thereto and promulgated thereunder.

"Commonwealth" means the Commonwealth of Pennsylvania.

"Commission Official" means any commissioner, director, officer or employee of the Commission authorized to perform specific acts or duties by resolution duly adopted by the Commission.

"Commission Payments" means the covenant by the Commission and the payments made by the Commission, all as set forth in the section "Commission Payments," with respect to payments to be made to the Trustee.

"Consultant" means a Person who shall be independent, appointed by the Commission as needed, qualified and having a nationwide and favorable reputation for skill and experience in such work for which the Consultant was appointed. In those situations in which a Consultant is appointed to survey risks and to recommend insurance coverage, such Consultant may be a broker or agent with whom the Commission transacts business.

"Counsel" means an attorney or law firm (who may, without limitation, be counsel for the Commission, the Commonwealth or other governmental entity or agency of the Commonwealth) not unsatisfactory to the Trustee.

"Credit Facility" means any letter of credit, line of credit, standby letter of credit, DSRF Security, indemnity or surety insurance policy or agreement to purchase a debt obligation or any similar extension of credit, credit enhancement or liquidity support obtained by the Commission from a responsible financial or insurance institution, to provide for or to secure payment of principal and purchase price of, and/or interest on Subordinate Indenture Bonds pursuant to the provisions of a Supplemental Indenture under which such Subordinate Indenture Bonds are issued. The use of such definition is not intended to preclude the Commission from providing the credit or liquidity support with respect to one or more series of Subordinate Indenture Bonds directly rather than through a financial or insurance institution.

"Debt Service Reserve Fund Bonds" means the Long-Term Indebtedness specified by the Commission in the Subordinate Indenture or any Supplemental Indenture that is secured by the Debt Service Reserve Fund, as such fund is described in the forepart of this Official Statement under the caption "SECURITY FOR THE 2026 REFUNDING BONDS — Debt Service Reserve Fund."

"Debt Service Reserve Requirement" means the amount equal to the lesser of (1) Maximum Annual Debt Service on account of all the Debt Service Reserve Fund Bonds, (2) 10% of the aggregate Outstanding principal amount of all the Debt Service Reserve Fund Bonds; and (3) 125% of average Annual Debt Service for all Debt Service Reserve Fund Bonds for each Fiscal Year for the remaining life of such Bonds, provided in any such case that such amount does not exceed what is permitted by the Code.

"Defaulted Interest" means interest on any Subordinate Indenture Bond which is payable but not paid on the date due.

"Defeasance Obligations" means:

(a) Cash,

(b) Government Obligations,

(c) Government Obligations which have been stripped by the U.S. Treasury and CATS, TIGRS and similar securities,

(d) Resolution Funding Corp. strips which have been stripped by the Federal Reserve Bank of New York,

(e) Pre-refunded obligations of a state or municipality rated in the highest rating category by the Rating Agency, and

(f) Obligations issued by the following agencies which are backed by the full faith and credit of the U.S.:

(1) Farmers Home Administration
Certificates of beneficial ownership

(2) Federal Financing Bank

(3) General Services Administration
Participation certificates

(4) U.S. Maritime Administration
Guaranteed Title XI financing

(5) U.S. Department of Housing and Urban Development
Project Notes Local Authority Bonds New Communities
Debentures- U.S. government guaranteed debentures

(6) U.S. Public Housing Notes and Bonds
-U.S. government guaranteed public housing notes and Bonds

"Depository Participants" means any Person for which the Securities Depository holds Subordinate Indenture Bonds as securities depository.

"DSRF Security" shall have the meaning set forth in the section of this Official Statement "SECURITY FOR THE 2026 REFUNDING BONDS - Debt Service Reserve Fund."

"Electronic Means" mean facsimile transmission, email transmission or other similar electronic means of communication providing evidence of transmission, including a telephone communication confirmed by any other method set forth in this definition.

"Enabling Acts" shall mean Act 44, Act 89, and various Acts of the General Assembly approved on several dates, including the Act of May 21, 1937, P.L. 774, Act 211; the Act of May 24, 1945, P.L. 972; the Act of February 26, 1947, P.L. 17; the Act of May 23, 1951, P.L. 335; the

Act of August 14, 1951, P.L. 1232; the Act of September 30, 1985, P.L. 240, No. 61 to the extent not repealed by Act 44 and the Act of August 5, 1991, P.L. 238, No. 26.

"Event of Bankruptcy" means the filing of a petition in bankruptcy (or other commencement of a bankruptcy or similar proceedings) by or against the Commission as debtor, under Bankruptcy Law.

"Financial Consultant" means any financial advisor or firm of financial advisors of favorable national reputation for skill and experience in performing the duties for which a Financial Consultant is required to be employed pursuant to the provisions in the Subordinate Indenture and who is retained by the Commission as a Financial Consultant for the purposes of the Subordinate Indenture.

"Fiscal Year" means the period commencing on the first day of June and ending on the last day of May of the following year.

"Fitch" means Fitch, Inc., its successors and assigns, and, if such corporation shall for any reason no longer perform the functions of a securities rating agency, "Fitch" shall be deemed to refer to any other nationally recognized rating agency designated by the Commission.

"Funding Agreement" means the Lease and Funding Agreement dated as of October 14, 2007, as it may be amended, including Amendment Number One to Lease and Funding Agreement dated April 4, 2014 between the Commission and PennDOT.

"Funding Agreement Rental Payments" means payments to PennDOT required by the Funding Agreement.

"Government Obligations" means:

(a) direct obligations of, or obligations the principal of and interest on which are unconditionally guaranteed as to full and timely payment by, the U.S.,

(b) obligations issued by a Person controlled or supervised by and acting as an instrumentality of the U.S., the payment of the principal of and interest on which is fully and unconditionally guaranteed as a full faith and credit obligation of the U.S. (including any securities described in clause (a) above issued or held in book entry form in the name of the Trustee only on the books of the Department of Treasury of the U.S.),

(c) any certificates or any other evidences of an ownership interest in obligations or specified portions thereof (which may consist of specified portions of the interest thereon) of the character described in clause (a) or (b) above, which obligations are held by a bank or trust company organized and existing under the laws of the U.S. or any state thereof in the capacity of custodian,

(d) stripped obligations of interest issued by the Resolution Funding Corporation pursuant to the Financial Institutions Reform, Recovery and Enforcement Act of 1989 ("FIRREA"), the interest on which, to the extent not paid from other specified sources, is payable when due by the Secretary of the Treasury pursuant to FIRREA, and

(e) obligations of any state or political subdivision thereof or any agency or instrumentality of such a state or political subdivision, provided that cash, obligations described in clause (a), (b), (c) or (d) above, or a combination thereof have been irrevocably pledged to and deposited into a segregated escrow account for the payment when due of the principal or redemption price of and interest on such obligations, and provided further that, at the time of purchase, such obligations are rated by the Rating Agency in its highest rating category.

"Immediate Notice" - notice transmitted by electronic means, in writing, by telecopier or other electronic means or by telephone (promptly confirmed in writing) and received by the Person to whom it was addressed.

"Indebtedness" means any obligation or debt incurred for money borrowed.

"Interest Payment Date" means, with respect to the 2026 Refunding Bonds, each June 1 and December 1 commencing December 1, 2027.

"Issuance Cost" means costs incurred by or on behalf of the Commission in connection with the issuance of Subordinate Indenture Bonds including, without limitation, the following: payment of financial, legal, accounting and appraisal fees and expenses, the Commission's fees and expenses attributable to the issuance of the Subordinate Indenture Bonds, the cost of printing, engraving and reproduction services, fees and expenses incurred in connection with any Credit Facility and any Approved Swap Obligation, legal fees and expenses for Bond Counsel, Commission's counsel, Trustee's counsel, Disclosure Counsel and Underwriter's counsel relating to the issuance of the Subordinate Indenture Bonds, the initial or acceptance fee of the Trustee, and all other fees, charges and expenses incurred in connection with the issuance of the Subordinate Indenture Bonds and the preparation of the Subordinate Indenture.

"Letter of Representations" means the letter of representations or similar document executed by the Commission and delivered to the Securities Depository (and any amendments thereto or successor agreements) for one or more Series of Book Entry Bonds.

"Long-Term Indebtedness" means all Indebtedness, which is not (a) Short-Term Indebtedness or (b) Subordinated Indebtedness.

"Maximum Annual Debt Service" means at any point in time, the maximum amount of annual Debt Service on all applicable Long-Term Indebtedness paid or payable in the then current or any future Fiscal Year.

"Moody's" means Moody's Investors Service, Inc., a corporation organized and existing under the laws of the State of Delaware, its successors and their assigns, and, if such corporation shall for any reason no longer perform the functions of a securities rating agency, "Moody's" shall be deemed to refer to any other nationally recognized rating agency designated by the Commission.

"Motor License Fund" means the Commonwealth Motor License Fund.

"Original Subordinate Indenture Bonds" means the Commission's Subordinated Turnpike Revenue Bonds, Series 2008A, issued in an aggregate principal amount of $244,855,000.

"Outstanding" or "outstanding" in connection with Subordinate Indenture Bonds means all Subordinate Indenture Bonds which have been authenticated and delivered under the Subordinate Indenture, except:

(a) Subordinate Indenture Bonds theretofore cancelled or delivered to the Trustee for cancellation under the Subordinate Indenture;

(b) Subordinate Indenture Bonds which are deemed to be no longer Outstanding in accordance with the section "Defeasance; Deposit of Funds for Payment of Subordinate Indenture Bonds"; and

(c) Subordinate Indenture Bonds in substitution for which other Subordinate Indenture Bonds have been authenticated and delivered pursuant to the Subordinate Indenture.

In determining whether the owners of a requisite aggregate principal amount of Subordinate Indenture Bonds Outstanding have concurred in any request, demand, authorization, direction, notice, consent or waiver under the provisions in the Subordinate Indenture, Subordinate Indenture Bonds which are held by or on behalf of the Commission (unless all of the Outstanding Subordinate Indenture Bonds are then owned by the Commission) shall be disregarded for the purpose of any such determination.

"Parity Obligations" means with respect to Revenue Bonds, Revenue Bonds Parity Obligations and, with respect to Special Revenue Bonds, Special Revenue Bonds Parity Obligations, as separately secured in accordance with the Subordinate Indenture.

"Parity Swap Agreement" shall have the meaning set forth in this Appendix C in the section entitled "Approved and Parity Swap Obligations."

"Parity Swap Agreement Counterparty" means the counterparty to a Parity Swap Agreement with the Commission or with the Trustee.

"Paying Agent" means with respect to any series of Subordinate Indenture Bonds, that Person appointed pursuant to the Subordinate Indenture to make payments to Subordinate Indenture Bondholders of interest and/or principal pursuant to the terms of the Subordinate Indenture, which initially shall be the Trustee.

"Payments" means the Funding Agreement, grant or other payments made to PennDOT pursuant to the provisions of Act 44 or the Funding Agreement.

"PennDOT" means the Pennsylvania Department of Transportation.

"Permitted Investments" means (to the extent permitted by law):

(a) Government Obligations;

(b) obligations issued or guaranteed as to full and timely payment of principal and interest by any agency or Person controlled or supervised by and acting as an instrumentality of the U.S., pursuant to authority granted by the U.S. Congress;

(c) obligations of the Governmental National Mortgage Association, Farmers Home Administration, Federal Financing Bank, Federal Housing Administration, Maritime Administration and Public Housing Authorities, provided that the full and timely payment of the principal and interest on such obligations shall be unconditionally guaranteed by the U.S.;

(d) obligations of the Federal Intermediate Credit Corporation and of the Federal National Mortgage Association;

(e) obligations of the Federal Banks for Cooperation;

(f) obligations of Federal Land Banks;

(g) obligations of Federal Home Loan Banks; provided that the obligations described in clauses (c) through (f) above shall constitute Permitted Investments only to the extent that the Rating Agency has assigned a rating to such obligations which is not lower than the highest rating assigned by such Rating Agency to any series of Subordinate Indenture Bonds then Outstanding;

(h) certificates of deposit of any bank, savings and loan or trust company organized under the laws of the U.S. or any state thereof, including the Trustee or any holder of the Subordinate Indenture Bonds, provided that such certificates of deposit shall be fully collateralized (with a prior perfected security interest), to the extent they are not insured by the Federal Deposit Insurance Corporation, by Permitted Investments described in (a), (b), (c), (d), (f) or (g) above having a market value at all times equal to the uninsured amount of such deposit;

(i) Money market funds registered under the Investment Company Act of 1940, as amended, whose shares are registered under the Securities Act of 1933, as amended, including funds for which the Trustee, its parent, its affiliates or its subsidiaries provide investment advisory or other management services, and which are rated by S&P and Moody's in one of their two highest rating categories;

(j) investment agreements (which term, for purposes of this clause, shall not include repurchase agreements) with a Qualified Financial Institution;

(k) repurchase agreements with banks or primary government dealers reporting to the Federal Reserve Bank of New York ("Repurchases"), including but not limited to the Trustee and any of its affiliates, provided that each such repurchase agreement results in transfer to the Trustee of legal and equitable title to, or the granting to the Trustee of a prior perfected security interest in, identified Permitted Investments described in (a), (b), (c), (d), (e), (f) or (g) above which are free and clear of any claims by third parties and are segregated in a custodial or trust account held either by the Trustee or by a third party (other than the Repurchaser) as the agent solely of, or in trust solely for the benefit of, the Trustee, provided that Government Obligations acquired pursuant to such repurchase agreements shall be valued at the lower of the then current market value of such Government Obligations or the repurchase price thereof set forth in the applicable repurchase agreement;

(l) Bonds or notes issued by any state or municipality which are rated by S&P, Moody's and Fitch in one of their two highest rating categories;

(m) Commercial paper rated in the highest short term, note or commercial paper Rating Category by S&P, Moody's and Fitch;

(n) Any auction rate certificates which are rated by S&P, Moody's and Fitch in one of their two highest rating categories;

(o) Corporate bonds and medium term notes rated at least "AA-" by Moody's and S&P;

(p) Asset-backed securities rated in the highest rating category by Moody's and S&P; or

(q) Any other investment approved by the Commission for which confirmation is received from the Rating Agency that such investment will not adversely affect such Rating Agency's rating on the Subordinate Indenture Bonds.

"Person" means an individual, public body, a public instrumentality, a corporation, a limited liability company, a partnership, limited liability partnership, an association, a joint stock company, a trust and any unincorporated organization.

"Policy Costs" means a periodic fee or charge required to be paid to maintain a DSRF Security.

"Project" or "Cost" means any financing which is authorized by the Enabling Acts or which may be hereafter authorized by law.

"Projected Annual Debt Service" means for any future period of time, shall equal the amount of Maximum Annual Debt Service on all Long-Term Indebtedness then Outstanding and on any Long-Term Indebtedness proposed to be issued.

"Projected Debt Service Coverage Ratio" means for the immediately two following Fiscal Years, the ratio determined by dividing the projected amounts to be paid into the General Reserve Fund for each of such years by the Projected Annual Debt Service for each of such years.

"Qualified Financial Institution" - (a) any U.S. domestic institution which is a bank, trust company, national banking association or a corporation, including the Trustee and any of its affiliates, subject to registration with the Board of Governors of the Federal Reserve System under the Bank Holding Company Act of 1956, or a member of the National Association of Securities Dealers, Inc. whose unsecured obligations or uncollateralized long-term debt obligations have been assigned a rating within the two highest rating categories by the Rating Agency or which has issued a letter of credit, contract, agreement or surety bond in support of debt obligations which have been so rated; (b) an insurance company with a claims-paying ability or a corporation whose obligations are guaranteed by an insurance company (in the form of an insurance policy) or by an insurance holding company rated in the highest rating category by the Rating Agency or whose unsecured obligations or uncollateralized long-term debt obligations have been assigned a rating within the highest rating category by the Rating Agency; or (c) any banking institution whose

unsecured obligations or uncollateralized long-term debt obligations have been assigned a rating within one of the two highest rating categories by the Rating Agency.

"Rate Covenant" means the requirement to establish and maintain a schedule of Tolls sufficient to provide the funds required, as more fully described in the forepart of this Official Statement under the caption "SECURITY FOR THE 2026 REFUNDING BONDS - Rate Covenant."

"Rating Agency" means Fitch, Moody's, S&P and such other nationally recognized securities rating agency as may be so designated in writing to the Trustee by a Commission Official.

"Rating Category" means each major rating classification established by the Rating Agency, determined without regard to gradations such as "1," "2" and "3" or "plus" and "minus."

"Record Date" means unless otherwise provided with respect to any series of Subordinate Indenture Bonds in a Supplemental Indenture: (a) for Subordinate Indenture Bonds on which interest is payable on the first day of a month, the fifteenth day of the immediately preceding month; or (b) for Subordinate Indenture Bonds on which interest is payable on the fifteenth day of a month, the last day of the immediately preceding month. However, in each case, if the date specified above is not a Business Day, then the Record Date shall be the Business Day next preceding the date specified above.

"Reimbursement Agreement" means an agreement between the Commission and one or more Banks pursuant to which, among other things, such Bank or Banks issue a Credit Facility with respect to Subordinate Indenture Bonds of one or more Series and the Commission agrees to reimburse such Bank or Banks for any drawings made thereunder.

"Reimbursement Obligation" means an obligation of the Commission pursuant to a Reimbursement Agreement to repay any amounts drawn under a Credit Facility and to pay interest on such drawn amounts pursuant to such Reimbursement Agreement.

"Responsible Officer" means when used with respect to the Trustee, any officer in the corporate trust department (or any successor thereto) of the Trustee, or any other officer or representative of the Trustee customarily performing functions similar to those performed by any of such officers and also means, with respect to a particular corporate trust matter, any other officer of the Trustee to whom such matter is referred because of that officer's knowledge of and familiarity with the particular subject.

"Revenue Bonds" or "Subordinate Revenue Bonds" means bonds issued pursuant to the Subordinate Indenture for the purpose of making Payments to PennDOT to finance transit programs and other purposes pursuant to Act 44, as amended by Act 89, and which are not secured by Commonwealth Motor License Fund Payments, but have a senior claim on Commission Payments.

"Revenue Bonds Parity Obligations" or "Subordinate Revenue Bonds Parity Obligations" means Revenue Bonds and all other obligations agreed by the Commission to be on a parity therewith.

"S&P" means S&P Global Ratings, a division of S&P Global Inc., a corporation organized and existing under the laws of the State of New York, its successors and their assigns, and, if such corporation shall for any reason no longer perform the functions of a securities rating agency, "S&P" shall be deemed to refer to any other nationally recognized securities rating agency designated by the Commission.

"Secured Owner" means each Person who is a Subordinate Indenture Bondholder of any Subordinate Indenture Bonds, each Parity Swap Agreement Counterparty providing a Parity Swap Agreement, each Bank providing a Credit Facility, each Bond Insurer providing a Bond insurance policy with respect to a Parity Obligation, each provider of a DSRF Security and holders of other Parity Obligations.

"Securities Depository" means a Person that is registered as a clearing agency under Section 17A of the Securities Exchange Act of 1934, as amended or whose business is confined to the performance of the functions of a clearing agency with respect to exempted securities, as defined in Section 3(a)(12) of such Act for the purposes of Section 17A thereof.

"Senior Indenture" means the Amended and Restated Trust Indenture originally dated as of July 1, 1986 and amended and restated as of March 1, 2001 between the Commission and U.S. Bank National Association, as successor trustee, as it may be amended, supplemented or replaced, in connection with the Commission's main line toll revenue bonds.

"Senior Indenture Trustee" means the legal Person that is the trustee under the Senior Indenture whether by contract or operation of law.

"Series" or "Sub-Series" means any series or sub-series of bonds so designated, issued pursuant to the Subordinate Indenture or any Supplemental Indenture.

"Short-Term Indebtedness" means all Indebtedness which matures in less than 365 days and is designated as Short-Term Indebtedness pursuant to the Subordinate Indenture. In the event a Bank has extended a line of credit or the Commission has undertaken a commercial paper or similar program, only amounts actually borrowed under such line of credit or program and repayable in less than 365 days shall be considered Short-Term Indebtedness and the full amount of such commitment or program shall not be treated as Short-Term Indebtedness to the extent that such facility remains undrawn.

"Special Record Date" means with respect to any Subordinate Indenture Bond, the date fixed by the Trustee for payment of Defaulted Interest.

"Special Revenue Bonds" means bonds issued pursuant to the Subordinate Indenture and authorized pursuant to Section 9511.4 of Act 44 which are secured by Commonwealth Motor License Fund payments but are subordinate to Revenue Bonds with respect to their claim on Commission Payments.

"Special Revenue Bonds Parity Obligations" means Special Revenue Bonds and all other obligations agreed by the Commission to be on parity therewith with respect to their claim on Commission Payments.

"Special Revenue Bond Payments" means payments received from the Commonwealth's Motor License Fund pursuant to Act 44 for the purpose of paying debt service on Special Revenue Bonds.

"Subordinate Indenture" means the Subordinate Trust Indenture dated as of April 1, 2008 by and between the Commission and the Trustee, as supplemented and amended through the dated date of the Supplemental Subordinate Indenture No. 43, and as it may be further supplemented and amended from time to time.

"Subordinate Indenture Bond" or "Subordinate Indenture Bonds" means Original Subordinate Indenture Bonds and all other indebtedness of any kind or class, including bonds, notes, bond anticipation notes, commercial paper and other obligations, issued as Additional Subordinate Indenture Bonds under the Subordinate Indenture, other than Additional Subordinate Indenture Bonds issued as Subordinated Indebtedness.

"Subordinate Indenture Bond Owner," "Subordinate Indenture Bondholder," "Holder," "Owner" or "Registered Owner" (or the lower case version of the same) means the Person in whose name any Subordinate Indenture Bond or Subordinate Indenture Bonds are registered on the books maintained by the Subordinate Indenture Registrar.

"Subordinate Indenture Bond Registrar" means with respect to any series of Subordinate Indenture Bonds, that Person which maintains the Subordinate Indenture Bond Register pursuant to the Subordinate Indenture or such other entity designated by the Subordinate Indenture Bond Registrar to serve such function and initially shall be the Trustee.

"Subordinated Indebtedness" means the Indebtedness that is subordinated and junior in all respects to payment of all or any Series of Subordinate Indenture Bonds and other Parity Obligations incurred under the Subordinate Indenture, provided certain prior conditions imposed by the Subordinate Indenture are met.

"Supplemental Indenture" means any supplemental indenture to the Subordinate Indenture, now or hereafter duly authorized and entered into in accordance with the provisions of the Subordinate Indenture.

"Swap Agreement" shall have the meaning set forth in the section "Approved and Parity Swap Obligations."

"System" means what are commonly referred to as the "Main Line" and the "Northeast Extension" of the Commission and any other roads for which the Commission has operational responsibility and is collecting Tolls, unless the Commission identifies such roads in a writing addressed to the Trustee (other than the "Main Line" and the "Northeast Extension") as not being part of the System for the purposes of the Subordinate Indenture. Notwithstanding the foregoing, no portion of Interstate 80 shall be deemed to be a portion of the "System" unless the Commission affirmatively makes such election in a writing to the Trustee.

"Tender Indebtedness" means any Indebtedness or portion thereof:

(a) the terms of which include (1) an option or an obligation on the part of the Secured Owner to tender all or a portion of such Indebtedness to the Commission, the Trustee, the Paying Agent or another fiduciary or agent for payment or purchase and (2) a requirement on the part of the Commission to purchase or cause to be purchased such Indebtedness or portion thereof if properly presented; and

(b) which is rated in either (1) one of the two highest long-term Rating Categories by the Rating Agency or (2) the highest short-term, note or commercial paper Rating Category by the Rating Agency.

"Tolls" means all rates, rents, fees, charges, fines or other income derived by the Commission from vehicular usage of the System, and all rights to receive the same.

"Trustee" means Computershare Trust Company, N.A. (as successor to Wells Fargo Bank, N.A.), a national banking association organized and existing under the laws of the United States of America, and its successors and any entity resulting from or surviving any consolidation or merger to which it or its successors may be a party and any successor trustee at the time serving as successor trustee under the Subordinate Indenture.

"Trust Estate" has the meaning provided in the forepart of this Official Statement under the caption "SECURITY FOR THE 2026 REFUNDING BONDS – General".

"U.S." means the United States of America.

"Variable Rate Bonds" means the Subordinate Indenture Bonds issued as Variable Rate Indebtedness.

"Variable Rate Indebtedness" means any Indebtedness the interest rate on which fluctuates from time to time subsequent to the time of incurrence. Variable Rate Indebtedness may include, without limitation, (a) "auction rate" Indebtedness, that is, Variable Rate Indebtedness (1) the interest rate applicable to which (after an initial period following the issuance thereof or the conversion thereof to such an interest rate mode) is reset from time to time through an auction or bidding system and (2) which the Commission has no obligation to repurchase in connection with the resetting of the interest rate applicable thereto except to the extent proceeds are available for such purpose either from the remarketing of such Variable Rate Indebtedness or from such other sources as identified in the Supplemental Indenture pursuant to which such Variable Rate Indebtedness was issued, (b) Tender Indebtedness, (c) commercial paper Indebtedness which is intended to be reissued and refinanced periodically, or (d) other forms of Indebtedness on which the interest fluctuates or is subject to being set or reset from time to time.

SUBORDINATE INDENTURE

Subordinate Indenture Bonds

All Subordinate Indenture Bonds shall be issued substantially and shall contain such maturities, payment terms, interest rate provisions, redemption or prepayment features and other provisions as shall be set forth in the Supplemental Indenture providing for their issuance. Subordinate Indenture Bonds include Revenue Bonds, Special Revenue Bonds and such other related bonds as the Commission may determine.

Subordinate Turnpike Revenue Bonds

Revenue Bonds shall be issued under the Subordinate Indenture for the purpose of making Payments to PennDOT to finance transit programs and other purposes pursuant to Act 44 and Act 89. The Revenue Bonds shall be senior in right of payment to the Special Revenue Bonds.

Subordinate Special Revenue Turnpike Revenue Bonds

Subordinate Special Revenue Turnpike Revenue Bonds have been issued under the Subordinate Indenture for the purpose of making Funding Agreement Rental Payments to PennDOT for the purposes of financing highway and bridge construction and paying other Costs of the Department (as defined in Act 44). The payment of debt service on the Special Revenue Bonds shall be junior in right of payment to the payment of debt service on the Revenue Bonds and the restoration of any deficiency in the Debt Service Reserve Fund for the Revenue Bonds pursuant to the Subordinate Indenture.

Limited Obligations

The Subordinate Indenture Bonds shall be limited obligations of the Commission, payable solely from the Trust Estate. The Subordinate Indenture Bonds shall constitute a valid claim of the respective owners thereof against the Trust Estate to the extent provided in the Subordinate Indenture, which is pledged to secure the payment of the principal of, redemption premium, if any, and interest on the Subordinate Indenture Bonds as provided in the Subordinate Indenture, and which shall be utilized for no other purpose, except as expressly authorized in the Subordinate Indenture. The Subordinate Indenture Bonds shall not constitute general obligations of the Commission and under no circumstances shall the Subordinate Indenture Bonds be payable from, nor shall the holders thereof have any rightful claim to, any income, revenues, funds or assets of the Commission other than those pledged in the Subordinate Indenture as security for the payment of the Subordinate Indenture Bonds.

Additional Subordinate Indenture Bonds

The Commission will not issue or incur any other Indebtedness having a parity lien on the Trust Estate except for Additional Subordinate Indenture Bonds issued pursuant to this Section and other Parity Obligations. Additional Subordinate Indenture Bonds may be issued and the Trustee shall authenticate and deliver such Additional Subordinate Indenture Bonds when there have been filed with the Trustee the following:

(a) A copy certified by a Commission Official of the resolution or resolutions of the Commission authorizing (1) the execution and delivery of a Supplemental Indenture providing for, among other things, the date, rate or rates of interest on, interest payment dates, maturity dates and redemption provisions of such Additional Subordinate Indenture Bonds, and (2) the issuance, sale, execution and delivery of the Additional Subordinate Indenture Bonds;

(b) An original executed counterpart of the Supplemental Indenture;

(c) An opinion or opinions of Bond Counsel, addressed to the Commission and the Trustee, to the effect that (1) issuance of the Additional Subordinate Indenture Bonds is permitted under the Subordinate Indenture, (2) each of the Supplemental Indenture and the Additional Subordinate Indenture Bonds has been duly authorized, executed and delivered and is a valid, binding and enforceable obligation of the Commission, subject to bankruptcy, equitable principles and other standard legal opinion exceptions and (3) subject to the last paragraph of this Section, interest on the Additional Subordinate Indenture Bonds is not included in gross income for federal income tax purposes under the Code;

(d) A request and authorization of the Commission, signed by a Commission Official, to the Trustee to authenticate and deliver the Additional Subordinate Indenture Bonds to such Person or persons named therein after confirmation of payment to the Trustee for the account of the Commission of a specified sum (which may include directions as to the disposition of such sum);

(e) A certificate of the Commission, signed by a Commission Official, that the Commission is not in default under the Subordinate Indenture and evidence satisfactory to the Trustee that, upon issuance of the Additional Subordinate Indenture Bonds, amounts will be deposited in the Funds under the Subordinate Indenture adequate for the necessary balances therein after issuance of the Additional Subordinate Indenture Bonds (including an amount sufficient to satisfy the Debt Service Reserve Requirement if the Additional Subordinate Indenture Bonds constitute Debt Service Reserve Fund Bonds);

(f) A certificate of the Commission, signed by a Commission Official, specifying the amount of each Class of Subordinate Indenture Bonds Outstanding after issuance of the Additional Subordinate Indenture Bonds, identifying the Additional Subordinate Indenture Bonds as Revenue Bonds or Special Revenue Bonds, Short-Term Indebtedness, Long-Term Indebtedness or Subordinated Indebtedness and demonstrating with reasonable detail that the provisions of the Senior Indenture and of the Subordinate Indenture with respect to the incurrence of additional indebtedness have been met for the issuance of such Additional Subordinate Indenture Bonds; and

(g) Such further documents, moneys and securities as are required by the provisions of the Supplemental Indenture.

Anything in the Subordinate Indenture to the contrary notwithstanding, Additional Subordinate Indenture Bonds may bear interest which is included in gross income for federal income tax purposes under the Code, in which event provisions in the Subordinate Indenture requiring or referencing the exclusion of interest on Subordinate Indenture Bonds from gross

income for federal income tax purposes may be ignored or modified, as appropriate, as set forth in an opinion of Bond Counsel.

Approved and Parity Swap Obligations

The Commission may enter into one or more contracts having an interest rate, currency, cash-flow, or other basis desired by the Commission (a "Swap Agreement"), including, without limitation, interest rate swap agreements, currency swap agreements, forward payment conversion agreements, futures contracts, contracts providing for payments based on levels of or changes in interest rates, currency exchange rates, stock or other indices, or contracts to exchange cash flows or a series of payments, and contracts including, without limitation, interest rate floors or caps, options, puts or calls to hedge payment, currency rate, spread or similar exposure. In the event the Commission wishes the payments to be made and received by the Commission under the Swap Agreement to be taken into account in any calculation of Annual Debt Service under the Subordinate Indenture, the Commission shall file with the Trustee the following on or before entering into the Swap Agreement (in which event, such Swap Agreement shall constitute an "Approved Swap Agreement"):

(a) A copy certified by a Commission Official of the resolution or resolutions of the Commission authorizing the execution and delivery of the Swap Agreement (no Supplemental Indenture being required unless the Commission determines it to be necessary or appropriate);

(b) An original executed counterpart of the Swap Agreement;

(c) An opinion of Bond Counsel addressed to the Commission and to the Trustee, to the effect that execution of the Swap Agreement is permitted under the laws of the Commonwealth and will not adversely affect the exclusion from gross income from interest on any Subordinate Indenture Bonds (or any other Commission bonds to which such Swap Agreement relates) for federal income tax purposes; provided that if the Swap Agreement relates to Subordinate Indenture Bonds being issued and the Swap Agreement is entered into prior to the issuance of such Subordinate Indenture Bonds, the portion of the opinion of Bond Counsel referring to tax-exempt status of the Subordinate Indenture Bonds need not be delivered until such Subordinate Indenture Bonds are issued;

(d) A certificate of the Commission, signed by a Commission Official, that the Commission is not under default under the Subordinate Indenture;

(e) Evidence that the execution of the Swap Agreement will not result in a reduction or withdrawal of the rating then assigned to any Subordinate Indenture Bonds by the Rating Agency;

(f) Evidence that the relevant provisions of the Subordinate Indenture have been met with respect to additional indebtedness as applicable to Swap Agreements; and

(g) Such further documents as are required by the Swap Agreement or Bond Counsel.

In the event the Commission wishes to enter into an Approved Swap Agreement and to have any or all of its obligations thereunder be on parity with certain other Subordinate Indenture Bonds and certain other Parity Obligations, it shall file with the Trustee the items set forth above, together with a supplemental indenture granting such parity position (in which event, such Swap Agreement shall constitute a "Parity Swap Agreement"). Upon entering into a Parity Swap Agreement, unless otherwise provided in the supplemental indenture, the Commission shall pay to the Trustee for deposit into the Interest Account the net amount payable, if any, to the Parity Swap Agreement Counterparty as if such amounts were additional amounts of interest due; and the Trustee shall pay on behalf of the Commission to the Parity Swap Agreement Counterparty, to the extent required under the Parity Swap Agreement, amounts deposited in the Interest Account. Net amounts received by the Commission or the Trustee from the counterparty pursuant to a Parity Swap Agreement shall be deposited to the credit of the Interest Account for the related Series of Subordinate Indenture Bonds or to such other account as designated by a Commission Official.

Amounts paid by or to the Commission pursuant to Approved Swap Agreements which do not constitute Parity Swap Agreements shall not be required to be made through the Trustee as described in the preceding paragraph (but shall be taken into account in calculation of Annual Debt Service as provided in the definition of such term).

Conversions of Variable Rate Indebtedness to Fixed Rate Indebtedness

The Commission may convert Variable Rate Indebtedness to a fixed rate if permitted pursuant to the terms thereof and if the Commission was in compliance with the Rate Covenant for the most recently completed Fiscal Year. If the Commission did not meet the Rate Covenant for such Fiscal Year, the Commission must treat the proposed conversion as if it constituted the issuance of Additional Subordinate Indenture Bonds by meeting the requirements set forth in the Subordinate Indenture (computing the Annual Debt Service with respect to such Variable Rate Indebtedness proposed to be converted as bearing interest at the Bond Buyer Index or such other rate as identified by a Financial Consultant as being more appropriate under the circumstances).

Commission Payments

The Commission has covenanted to make the Commission Payments as described under "SECURITY FOR THE 2026 REFUNDING BONDS - Commission Payments" in the forepart of this Official Statement.

In the event of any failure by the Commission to make any of the payments required to be deposited in the Interest Sub-Account or Principal Sub-Account for any outstanding Revenue Bonds, the Trustee shall promptly, after utilizing any available funds in the Residual Fund or the applicable Account of the Debt Service Reserve Fund, transfer to such Sub-Accounts from any balances in the Interest Sub-Account or Principal Sub-Account for the Subordinated Special Revenue Bonds such amounts as are necessary to correct such deficiencies. Notwithstanding the foregoing, any funds on deposit in the Special Revenue Bonds Receipts Account or the Special Revenue Bonds Funded Debt Service Sub-Account, or transferred from either account to the Special Revenue Bonds Interest Sub-Account or Principal Sub-Account for the payment of debt service on Special Revenue Bonds pursuant to the Subordinate Indenture, may only be used for

the payment of debt service on Special Revenue Bonds and may not be used for the payment of debt service on Revenue Bonds or for any other purpose.

In the event of any failure by the Commission to make any payments required to be deposited in the Interest Sub-Account or Principal Sub-Account for the Special Revenue Bonds, the Trustee shall immediately send notice to PennDOT, with a copy to the Commission and the Treasurer of the Commonwealth, to make payment out of the Motor License Fund for payment to the Special Revenue Bonds Receipts Account, pursuant to the Subordinate Indenture.

In the event of any failure by PennDOT or the Treasurer of the Commonwealth to deposit funds transferred from the Motor License Fund into the Special Revenue Bonds Receipts Account as required in the preceding paragraph for the payment of any interest or principal due on Special Revenue Bonds, then the Trustee shall withdraw such amounts from the Special Revenue Bonds Funded Debt Service Sub-Account and transfer the monies to the Special Revenue Bonds Interest Sub-Account or the Principal Sub-Account, as appropriate, on the applicable Interest Payment Date, principal payment date or mandatory sinking fund installment date. If monies are received from the Motor License Fund subsequent to payments being made as described herein, then such Motor License Fund monies shall be transferred from the Special Revenue Bonds Receipts Account to the Special Revenue Bonds Funded Debt Service Sub-Account to restore any deficiency thereunder.

The 2026 Subordinate Revenue Refunding Bonds do not constitute Special Revenue Bonds.

The 2026 Subordinate Revenue Refunding Bonds are not secured by amounts derived (or payments made) from funds in the Motor License Fund.

Rate Covenant

The Commission covenants that it will establish and maintain schedules of Tolls for traffic over the System as required by the Subordinate and Senior Indentures as described under "SECURITY FOR THE 2026 REFUNDING BONDS - Rate Covenant" in the forepart of this Official Statement.

Creation of Funds

In addition to any funds created by any Supplemental Indenture, the Subordinate Indenture creates the following funds: Commission Payments Fund, Administrative Expenses Fund, Debt Service Fund, Debt Service Reserve Fund, Motor License Fund Repayment Fund, Rebate Fund, and Residual Fund. Amounts deposited in such funds shall be held in trust by the Trustee until applied as directed under the Subordinate Indenture. The Commission Payments Fund, Administrative Expenses Fund, Debt Service Fund, Debt Service Reserve Fund, Motor License Fund Repayment Fund, and Residual Fund are described in the forepart of this Official Statement under each respective fund name under the overall caption "SECURITY FOR THE 2026 REFUNDING BONDS". The Rebate Fund is described below.

Rebate Fund

The Commission covenants to calculate and to pay directly to the government of the U.S. all amounts due for payment of "arbitrage rebate" under Section 148(f) of the Code with respect to any Subordinate Indenture Bonds. Nevertheless, the Commission in the future may deposit with the Trustee or direct the Trustee to deposit in the Rebate Fund amounts held in any Fund under the Subordinate Indenture for any or all Series of Subordinate Indenture Bonds (which direction shall specify the procedures for collection and payment of amounts due in respect of arbitrage rebate) if (a) required under any amendments to Section 148(f) of the Code or (b) the Commission otherwise determines that the funding of the Rebate Fund is necessary or appropriate. The Rebate Fund is a trust fund but the amounts therein do not constitute part of the Trust Estate. Amounts on deposit in the Rebate Fund may be used solely to make payments to the U.S. under Section 148 of the Code and to pay costs related to the calculation of the amounts due. Upon satisfaction of the Commission's covenants described above, any amounts remaining in the Rebate Fund shall be deposited in the Commission Payments Fund.

Moneys Set Aside for Principal and Interest Held in Trust

All moneys which the Trustee shall have set aside (or deposited with any paying agent) for the purpose of paying any of the Subordinate Indenture Bonds, either at the maturity thereof or upon call for redemption, shall be held in trust for the respective holders of the applicable Series of such Subordinate Indenture Bonds. However, any moneys which shall be so held or deposited by the Trustee, and which shall remain unclaimed by the holders of such Subordinate Indenture Bonds for the period of five years after the date on which such Subordinate Indenture Bonds shall have become payable, shall be paid to the Commission upon its written request or to such officer, board or body as may then be entitled by law to receive the same; thereafter the holders of such Subordinate Indenture Bonds shall look only to the Commission or to such officer, board or body, as the case may be, for payment and then only to the extent of the amounts so received without any interest thereon, and the Trustee shall have no responsibility with respect to such moneys.

Additional Security

Except as otherwise provided or permitted in the Subordinate Indenture, the Trust Estate securing Subordinate Indenture Bonds issued under the terms of the Subordinate Indenture shall be shared on a parity with other Parity Obligations as provided in the Subordinate Indenture. The Commission may, however, in its discretion, provide additional security or credit enhancement for specified Parity Obligations with no obligation to provide such additional security or credit enhancement to other Parity Obligations, except that no additional security or credit enhancement shall be provided unless there shall have been first delivered to the Trustee an opinion of Bond Counsel that the exclusion from gross income of interest on any Subordinate Indenture Bonds for federal income tax purposes will not be adversely affected thereby. Moreover, the Commission may provide in a Supplemental Indenture that Subordinate Indenture Bonds issued thereunder are not secured, or are secured only in part or only under certain circumstances, by the Trust Estate.

Investment of Moneys

Moneys held in any of the funds or accounts under the Subordinate Indenture may be retained uninvested, if deemed necessary by the Commission, as trust funds and secured as

provided in the Subordinate Indenture or may be invested in Permitted Investments. All investments shall be made by the Trustee upon the oral request of the Commission, which is confirmed in writing by a Commission Official specifying the account or fund from which moneys are to be invested and designating the specific Permitted Investments to be acquired.

All investments must be subject to withdrawal or must mature or be subject to repurchase or redemption by the holder, not later than the earlier of (a) the date or dates set forth for similar investments in the applicable Supplemental Indenture or (b) the date on which the moneys may reasonably be expected to be needed for the purpose of the Subordinate Indenture.

Investments acquired with the moneys in any fund or account shall be a part of such fund or account and, for the purposes of determining the amount in such fund or account, shall be valued at their then fair market value. The interest or income received on an investment shall remain in the fund or account to which the investment is credited except for interest or income received on investments credited to the 2026 Third Series Subordinate Revenue Refunding Bonds Clearing Fund which amounts shall be transferred to the 2026 Third Series Subordinate Revenue Refunding Bonds Interest Sub-Account of the Revenue Bonds Account of the Debt Service Fund as directed under Supplemental Indenture No. 43, and except for interest or income received on investments credited to the 2026 Second Series Special Revenue Refunding Bonds Clearing Fund which amounts shall be transferred to the 2026 Second Series Special Revenue Refunding Bonds Interest Sub-Account of the Special Revenue Bonds Account of the Debt Service Fund as directed under Supplemental Subordinate Indenture No. 43.

The Trustee shall withdraw, redeem or sell all or a portion of any investment upon receipt of the written direction from the Commission or upon a determination by the Trustee that moneys in such fund or account are to be applied or paid by the Trustee pursuant to the provisions of the Subordinate Indenture, and the proceeds thereof shall be deposited by the Trustee in the appropriate fund or account. Neither the Trustee nor the Commission shall be liable or responsible for any depreciation in the value of the Permitted Investments or for any losses incurred upon any unauthorized disposition thereof.

Each fund and account held under the Subordinate Indenture shall be valued by the Trustee at least once annually within thirty days after the end of each Fiscal Year.

Payment of Principal, Interest and Premium

The Commission covenants that it will promptly pay, by disbursement to the Trustee which is authorized to make the required payments, the principal of, premium, if any, and the interest on every Subordinate Indenture Bond and other Parity Obligations issued or agreed by the Commission to be parity under the provisions of the Subordinate Indenture at the places, on the dates and in the manner provided in the Subordinate Indenture and in said Subordinate Indenture Bonds and other Parity Obligations and will promptly pay all Administrative Expenses and any payments required to be made by the Commission to the Commonwealth's Motor License Fund. Except as otherwise provided in the Subordinate Indenture, all such monies are payable solely from Commission Payments, which Commission Payments are pledged to the payment thereof in the manner and to the extent provided in the Subordinate Indenture. Neither the general credit of the Commission nor the general credit nor the taxing power of the Commonwealth or any political

subdivision, agency or instrumentality thereof is pledged for the payment of the obligations described in the Subordinate Indenture.

Limitations on Issuance of Additional Subordinate Indenture Bonds and Execution of Approved Swap Agreements

(a) Long-Term Indebtedness.

(1) The Commission agrees that it will not issue any Additional Subordinate Indenture Bonds constituting Long-Term Indebtedness unless prior to or contemporaneously with the incurrence thereof, the relevant provisions of the Senior Indenture and the Subordinate Indenture are met after taking into account as part of the calculations the issuance of such Additional Subordinate Indenture Bonds under the Subordinate Indenture and there are delivered to the Trustee:

(i) a certificate of a Commission Official certifying that the amount paid into the General Reserve Fund under the Senior Indenture for the most recent Fiscal Year preceding the delivery of such certificate for which audited financial statements are available divided by the Annual Debt Service on Outstanding Revenue Bonds including any Revenue Bonds to be issued at that time, and on Outstanding Revenue Bonds Parity Obligations, including Revenue Bonds Parity Obligations to be issued at that time, was not less than 1.15; and

(ii) a certificate of a Commission Official certifying that the amount paid into the General Reserve Fund under the Senior Indenture for the most recent Fiscal Year preceding the delivery of such certificate for which audited financial statements are available divided by the Annual Debt Service on Outstanding Special Revenue Bonds including any Special Revenue Bonds to be issued at that time, and on Outstanding Special Revenue Bonds Parity Obligations, including Special Revenue Bonds to be issued at that time, was not less than 1.00; or

(iii) a report of a Consultant to the effect that the Projected Debt Service Coverage Ratio is not less than 1.10 for the Outstanding Bonds, including any Bonds to be issued at that time, and Parity Obligations.

(2) If the Long-Term Indebtedness is being incurred solely for the purposes of refunding, repurchasing or refinancing (whether in advance or otherwise) any outstanding Long-Term Indebtedness, a certificate of a Commission Official certifying the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness prior to the issuance of the proposed Long-Term Indebtedness is greater than the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness after the issuance of such proposed Long-Term Indebtedness.

(3) If the Long-Term Indebtedness being incurred consists of Special Revenue Bonds, a certificate provided by or on behalf of the Commission certifying that the balance in the Motor License Fund at the end of the fiscal year immediately preceding the issuance of the Special Revenue Bonds is equal to at least three times the Maximum Annual Debt Service on all Outstanding Special Revenue Bonds after the issuance of the proposed Special Revenue Bonds.

(4) If the additional Series of Subordinate Indenture Bonds are refunding Subordinate Indenture Bonds issued to refund other Subordinate Indenture Bonds, the following shall be delivered:

(i) Evidence satisfactory to the Trustee that the Commission has made provision as required by the Subordinate Indenture for the payment or redemption of all Subordinate Indenture Bonds to be refunded;

(ii) A written determination by the Trustee or by a firm of certified independent public accountants or other qualified firm acceptable to the Commission and the Trustee that the proceeds (excluding accrued interest) of the refunding Subordinate Indenture Bonds, together with any other money to be deposited for such purpose with the Trustee, or in escrow for the benefit of the Trustee, upon the issuance of the refunding Bonds and the investment income to be earned on funds held by, or in escrow for the benefit of, the Trustee for the payment or redemption of other Subordinate Indenture Bonds will be sufficient without reinvestment to pay, whether upon redemption or at maturity, the principal of and premium, if any, and interest on the Subordinate Indenture Bonds to be refunded and the estimated expenses incident to the refunding; and

(iii) Either a written determination by the Trustee or by a firm of certified independent public accountants or other qualified firm acceptable to the Commission and the Trustee that after the issuance of the refunding Subordinate Indenture Bonds and the provision for payment or redemption of all Subordinate Indenture Bonds to be refunded, Debt Service for each Fiscal Year in which there will be Outstanding Subordinate Indenture Bonds (not including Subordinate Indebtedness) of any Series not to be refunded will not be more than Debt Service for the Fiscal Year would have been respectively in each case on all Outstanding Revenue Bonds and on all Outstanding Special Revenue Bonds (in each case not including Subordinate Indebtedness) immediately before the issuance of the refunding Bonds, including the Subordinate Indenture Bonds, to be refunded.

(b) Subordinated Indebtedness. The Commission may incur Indebtedness (hereinafter referred to as "Subordinated Indebtedness") without limit which is subordinated and junior in all respects to payment of all or any Series of Subordinate Indenture Bonds and other Parity Obligations incurred under the Subordinate Indenture so that the same is payable as to principal and interest once all other payments have been made under the Subordinate Indenture from the amounts on deposit to the credit of the Commission Payments Fund as long as prior to or contemporaneously with the incurrence thereof, there is delivered to the Trustee:

(1) a certificate of a Commission Official certifying that the Rate Covenant would have been met during the preceding Fiscal Year taking into account the Maximum Annual Debt Service on such Subordinated Indebtedness, and

(2) the other items listed in the Subordinate Indenture for incurring Additional Subordinate Indenture Bonds (as the same may be modified to reflect the fact that such Indebtedness is Subordinated Indebtedness).

Such Subordinated Indebtedness and the payment thereof may be secured by a lien and pledge (a) subordinate to that of the Subordinate Indenture Bonds or any Series thereof on the

Commission Payments or (b) prior to, on a parity with or subordinate to, the Subordinate Indenture Bonds or any Series thereof on Other Revenues, in which event the Commission and the Trustee may establish such other accounts under the Subordinate Indenture as they deem necessary or appropriate.

(c) Approved Swap Agreements. The Commission agrees that it will not enter into any Approved Swap Agreement unless prior to or contemporaneously with the incurrence thereof, the provisions of the Subordinate Indenture are met and there is delivered to the Trustee one of the certificates or reports required in subsection (b) above, which takes into account the expected payments by and to the Commission pursuant to such Approved Swap Agreement in calculating Annual Debt Service.

Covenant as to Funding Agreement

The Commission covenants it will not agree to any amendments or supplements to the Funding Agreement or waivers thereunder which adversely affect the holders of the Subordinate Indenture Bonds. The Commission covenants, as set forth in the Funding Agreement, that its obligations to pay Funding Agreement Rental Payments shall be subordinate obligations of the Commission, payable from amounts in the General Reserve Fund only as permitted by any financing documents, financial covenants, liquidity policies or agreements in effect of the Commission. The Commission agrees that Funding Agreement Rental Payments will not be made when there is an outstanding uncured Event of Default under the Senior Indenture or the Subordinate Indenture.

Tax Covenants

The Commission covenants that it will neither make nor direct the Trustee to make any investment or other use of the proceeds of any Series of tax exempt Subordinate Indenture Bonds issued under the Subordinate Indenture that would cause such Series of tax exempt Subordinate Indenture Bonds to be "arbitrage bonds", as that term is defined in Section 148(a) of the Code, and that it will comply with the requirements of the Code throughout the term of such Series of tax exempt Subordinate Indenture Bonds. The Trustee covenants that in those instances where it exercises discretion over the investment of funds, it shall not knowingly make any investment inconsistent with the foregoing covenants.

Notwithstanding the foregoing, the Commission hereby reserves the right to elect to issue one or more Series of Additional Subordinate Indenture Bonds, the interest on which is not exempt from federal income taxation. If such election is made prior to the issuance of such Additional Subordinate Indenture Bonds, then the covenants contained in this Section shall not apply to such Series of Subordinate Indenture Bonds.

The Commission covenants that it (1) will take, or use its best efforts to require to be taken, all actions that may be required of the Commission for the interest on the Subordinate Indenture Bonds to be and remain not included in gross income for federal income tax purposes and (2) will not take or authorize to be taken any actions within its control that would adversely affect that status under the provisions of the Code.

Events of Default

Each of the following is an "Event of Default" with respect to a particular Series under the Subordinate Indenture:

(a) Default in the payment of any installment of principal, redemption premium, if any, interest or other amount due on that particular Class of Subordinate Indenture Bonds when the same becomes due and payable;

(b) Default in the payment by the Commission of any other Parity Obligation of that particular Class;

(c) With respect only to Special Revenue Bonds and subject to the provisions of the Subordinate Indenture, default in the performance or breach of the covenants relating to Act 44 as contained in the Subordinate Indenture;

(d) Subject to the provisions of the Subordinate Indenture, default in the performance or breach of any other covenant, warranty or representation of the Commission contained in the Subordinate Indenture (other than a default under subsections (a) and (b) of this. "Events of Default" Section);

(e) The occurrence of any Event of Default under any Supplemental Indenture with respect to that particular Class; or

(f) (1) The occurrence of an Event of Bankruptcy of the Commission; (2) the appointment of a receiver, liquidator, assignee, custodian, trustee, sequestrator or other similar official of the Commission or of any substantial portion of its property, which appointment shall not have been rescinded or stayed within ninety (90) days after taking effect; or (3) the ordering of the winding up or liquidation of the affairs of the Commission.

Remedies

(a) The Trustee, upon the occurrence of an Event of Default may, and upon the written request of the holders of not less than a majority in aggregate principal amount of the Revenue Bonds Outstanding and subject, to the requirements of the Subordinate Indenture relating to the offering of immunity to the Trustee, shall proceed to protect and enforce its rights and the rights of the holders of the applicable Series of Subordinate Indenture Bonds under the Subordinate Indenture by a suit or suits in equity or at law, either for the specific performance of any covenant or agreement contained in the Subordinate Indenture or in aid of the execution of any power granted in the Subordinate Indenture, or for the enforcement of any other appropriate legal or equitable remedy, as the Trustee, in reliance upon the advice of Counsel, may deem most effective to protect and enforce any of the rights or interests of the applicable Series of Subordinate Indenture Bondholders under the applicable Series of Subordinate Indenture Bonds or the Subordinate Indenture.

(b) Without limiting the generality of the foregoing, the Trustee shall at all times have the power to institute and maintain such proceedings as it may deem expedient: (1) to prevent any impairment of the Trust Estate by any acts which may be unlawful or in violation of

the Subordinate Indenture, and (2) to protect its interests and the interests of the Subordinate Indenture Bondholders in the Trust Estate and in the issues, profits, revenues and other income arising therefrom, including the power to maintain proceedings to restrain the enforcement of or compliance with any governmental enactment, rule or order which may be unconstitutional or otherwise invalid, if the enforcement of, or compliance with, such enactment, rule or order would impair the Trust Estate or be prejudicial to the interests of the Subordinate Indenture Bondholders or the Trustee.

(c) The Trustee, upon the occurrence of an Event of Default may, and upon the written request of the Holders of not less than a majority in aggregate principal amount of the Special Revenue Bonds Outstanding, appoint a co-trustee to represent the holders of the Special Revenue Bonds in all proceedings to enforce payments from the Motor License Fund or from the Special Revenue Bonds Funded Debt Service Sub-Account except as to any enforcement relating to the covenants of Act 44, which shall require the written direction of the Holders of not less than twenty-five (25%) of the principal amount of the Special Revenue Bonds then Outstanding, as set forth under the section "Covenants as to Act 44 - Special Revenue Bonds" in the Subordinate Indenture.

(d) Notwithstanding anything to the contrary contained in the Subordinate Indenture, the Trustee shall proceed to protect and enforce its rights described herein under the section "Commission Payments" and the rights of the holders of the applicable Series of Subordinate Indenture Bonds under the section "Commission Payments" by a suit or suits in equity or at law, either for the specific performance or mandamus of any covenant or agreement contained in the Subordinate Indenture in a manner that the Trustee in reliance, upon the advice of Counsel, may deem most effective to protect and enforce any of its rights under the section "Commission Payments" or the interests of the applicable Series of Subordinate Indenture Bondholders under the section "Commission Payments."

Marshaling of Assets

Upon the occurrence of an Event of Default, all moneys in all Funds (other than moneys in the Rebate Fund and the Motor License Fund Repayment Fund) shall be available to be utilized by the Trustee in accordance with the Subordinate Indenture. The rights of the Trustee under the Subordinate Indenture shall be applicable. During the continuance of any such Event of Default, all provisions of the Subordinate Indenture relating to the utilization of Funds shall be superseded by the right of the Trustee to marshal assets and other rights of the Trustee set forth under the Article of the Subordinate Indenture relating to events of defaults and remedies thereunder. Subsequent to the curing or waiver of any such Event of Default, the provisions of the Subordinate Indenture relating to utilization of Funds shall be reinstated.

Trustee May File Proofs of Claim

(a) In case of the pendency of any receivership, insolvency, liquidation, bankruptcy, reorganization, arrangement, adjustment, composition or other judicial proceeding under the Bankruptcy Law relating to the Commission, any other obligor upon the Subordinate Indenture Bonds or any property of the Commission, the Trustee (whether or not the principal of the Subordinate Indenture Bonds shall then be due and payable, and whether or not the Trustee

shall have made any demand upon the Commission for the payment of overdue principal, redemption premium, if any, and interest) shall be entitled and empowered, by intervention in such proceeding or other means:

(1) to file and prove a claim for the whole amount of the principal, redemption premium, if any, and interest owing and unpaid in respect of the Subordinate Indenture Bonds then Outstanding or for breach of the Subordinate Indenture and to file such other papers or documents as may be necessary or advisable in order to have the claims of the Trustee (including any claim for the reasonable compensation, expenses, disbursements and advances of the Trustee, its agents and Counsel) and of the holders allowed in such proceeding; and

(2) to collect and receive any moneys or other property payable or deliverable on any such claims and to distribute the same;

and any receiver, assignee, trustee, liquidator, sequestrator or similar official in any such judicial proceeding is hereby authorized **by** each holder to make such payments to the Trustee and, in the event that the Trustee shall consent to the making of such payments directly to the holders, to pay to the Trustee any amount due it for the reasonable compensation, expenses, disbursements and advances of the Trustee, its agents and Counsel, and any other amounts due the Trustee under the Subordinate Indenture.

(b) No provision of the Subordinate Indenture empowers the Trustee to authorize or consent to or accept or adopt on behalf of any Subordinate Indenture Bondholders any plan of reorganization, arrangement, adjustment or composition affecting any of the Subordinate Indenture Bonds or the rights of any holder thereof, or to authorize the Trustee to vote in respect of the claim of any holder in any proceeding described in subsection (a) above.

Notice and Opportunity to Cure Certain Defaults

No default under (c) and (d) of the section "Events of Default" above shall constitute an Event of Default under the Subordinate Indenture until written notice of such default shall have been given to the Commission by the Trustee or by the holders of at least 25% in aggregate principal amount of the applicable Series of Subordinate Indenture Bonds Outstanding, and the Commission shall have had thirty (30) days after receipt of such notice to correct such default or cause such default to be corrected, and shall have failed to do so. In the event, however, that the default is such that it cannot be corrected within such thirty (30) day period, it shall not constitute an Event of Default if corrective action is instituted by the Commission within such period and diligently pursued (as determined by the Trustee) until the default is corrected.

Priority of Payment Following Event of Default

Any portion of the Trust Estate held or received by the Trustee, by any receiver or by any Subordinate Indenture Bond Owner pursuant to any right given or action taken under the provisions of the Subordinate Indenture relating to events of defaults and remedies thereunder, after payment of the costs and expenses of the proceedings resulting in the collection of such moneys and of the fees, expenses and liabilities incurred by the Trustee and the transfer to Secured Owners (other than Owners of the Subordinate Indenture Bonds) of amounts to which they are entitled by virtue of their parity position, shall be deposited and applied as follows:

(a) first, to the payment to the persons entitled thereto of all installments of interest then due on the applicable Series of Revenue Bonds, with interest on overdue installments, if lawful, at their respective rates from the respective dates upon which they became due, in the order of maturity and, if the amount available shall not be sufficient to pay in full any particular installment of interest, then to the payment ratably, according to the amounts due on such installment;

(b) second, to the payment to the persons entitled thereto of the unpaid principal of any of the applicable Series of Revenue Bonds which shall have become due with interest on such Revenue Bonds at their respective rates from the respective dates upon which they became due and, if the amount available shall not be sufficient to pay in full the Revenue Bonds due on any particular date, together with such interest, then to the payment ratably, according to the amount of principal (or compounded amount) and interest due on such date, in each case to the persons entitled thereto, without any discrimination or privilege;

(c) third, to the payment to the persons entitled thereto of all installments of interest then due on the applicable Series of Special Revenue Bonds, with interest on overdue installments, if lawful, at their respective rates from the respective dates upon which they became due, in the order of maturity and, if the amount available shall not be sufficient to pay in full any particular installment of interest, then to the payment ratably, according to the amounts due on such installment;

(d) fourth, to the payment to the persons entitled thereto of the unpaid principal of any of the applicable Series of Special Revenue Bonds which shall have become due with interest on such Special Revenue Bonds at their respective rates from the respective dates upon which they became due and, if the amount available shall not be sufficient to pay in full the Special Revenue Bonds due on any particular date, together with such interest, then to the payment ratably, according to the amount of principal (or compounded amount) and interest due on such date, in each case to the persons entitled thereto, without any discrimination or privilege;

(e) fifth, to the payment of any other amounts then owing under the Subordinate Indenture, and, after said deposit into the Debt Service Fund, there shall be paid the Subordinated Indebtedness issued or incurred by the Commission pursuant to the Subordinate Indenture; and

(f) notwithstanding anything in the foregoing to the contrary, any funds on deposit in the Special Revenue Bonds Receipt Account or the Special Revenue Bonds Funded Debt Service Sub-Account may only be used for the payment of debt service on Special Revenue Bonds and may not be used for the payment of debt service on Revenue Bonds or for any other purpose and shall be applied to the payment ratably of interest and principal, according to the amount of principal (or Compounded Amount) and interest due on such date, in each case to the persons entitled thereto, without any discrimination or privilege.

Whenever moneys are to be applied pursuant to the foregoing provisions, such moneys shall be applied at such times, and from time to time, as the Trustee shall determine, having due regard to the amount of such moneys available for application and the likelihood of additional moneys becoming available for such application in the future. Whenever the Trustee shall apply such funds, it shall fix the date (which shall be an Interest Payment Date unless it shall deem

another date more suitable) upon which such application is to be made and upon such date interest on the amounts of principal and interest to be paid on such date shall cease to accrue. The Trustee shall give notice of the deposit with it of any such moneys and of the fixing of any such date by mail to all Owners of Subordinate Indenture Bonds with respect to which the Event of Default occurred and shall not be required to make payment to any Subordinate Indenture Bond Owner until such Subordinate Indenture Bonds shall be presented to the Trustee for appropriate endorsement or for cancellation if fully paid.

Revenue Bondholders May Direct Proceedings

The owners of a majority in aggregate principal amount of the Revenue Bonds Outstanding shall, subject to the requirements of the Subordinate Indenture (relating to the offer of indemnity to the Trustee), have the right, by an instrument or instruments in writing executed and delivered to the Trustee, to direct the method and place of conducting all remedial proceedings by the Trustee under the Subordinate Indenture, provided that such direction shall not be in conflict with any rule of law or the Subordinate Indenture and that the Trustee shall have the right to decline to follow any such direction which in the opinion of the Trustee would be unduly prejudicial to the rights of Subordinate Indenture Bondholders not parties to such direction or would subject the Trustee to personal liability or expense. If no Revenue Bonds are Outstanding, the owners of a majority in aggregate principal amount of Special Revenue Bonds Outstanding shall have the right to direct all such actions described in this paragraph, except as to any enforcement relating to the covenants of Act 44, which shall require the written direction of the Holders of not less than twenty-five percent (25%) of the principal amount of the Special Revenue Bonds then Outstanding, as set forth in the Subordinate Indenture. Notwithstanding the foregoing, the Trustee shall have the right to select and retain Counsel of its choosing to represent it in any such proceedings. The Trustee may take any other action which is not inconsistent with any direction pursuant to the above.

Limitations on Rights of Subordinate Indenture Bondholders

(a) No Subordinate Indenture Bondholder shall have any right to pursue any other remedy under the Subordinate Indenture or the Subordinate Indenture Bonds unless: (1) an Event of Default shall have occurred and is continuing; (2) the owners of not less than a majority in aggregate principal amount of the applicable Series of Subordinate Indenture Bonds then Outstanding have requested the Trustee, in writing, to exercise the powers granted in the Subordinate Indenture or to pursue such remedy in its or their name or names; (3) the Trustee has been offered indemnity satisfactory to it against costs, expenses and liabilities reasonably anticipated to be incurred; (4) the Trustee has declined to comply with such request, or has failed to do so, within sixty (60) days after its receipt of such written request and offer of indemnity; and (5) no direction inconsistent with such request has been given to the Trustee during such 60 day period by the holders of a majority in aggregate principal amount of the Subordinate Indenture Bonds Outstanding.

(b) The provisions summarized in the immediately preceding subsection (a) are conditions precedent to the exercise by any Subordinate Indenture Bondholder of any remedy under the Subordinate Indenture. The exercise of such rights is further subject to the provisions of the Subordinate Indenture. No one or more Subordinate Indenture Bondholders shall have any right in any manner whatever to enforce any right under the Subordinate Indenture, except in the

manner provided in the Subordinate Indenture. All proceedings at law or in equity with respect to an Event of Default shall be instituted and maintained in the manner provided in the Subordinate Indenture for the equal and ratable benefit of the Subordinate Indenture Bondholders of all Subordinate Indenture Bonds Outstanding.

Unconditional Right of Subordinate Indenture Bondholder to Receive Payment

Notwithstanding any other provision of the Subordinate Indenture, any Subordinate Indenture Bondholder shall have the absolute and unconditional right to receive payment of principal of, redemption premium, if any, and interest on the Subordinate Indenture Bonds on and after the due date thereof, and to institute suit for the enforcement of any such payment.

Restoration of Rights and Remedies

If the Trustee or any Subordinate Indenture Bondholder has instituted any proceeding to enforce any right or remedy under the Subordinate Indenture, and any such proceeding has been discontinued or abandoned for any reason, or has been determined adversely to the Trustee or such Subordinate Indenture Bondholder, then the Commission, the Trustee and the Subordinate Indenture Bondholders, subject to any determination in such proceeding, shall be restored to their former positions under the Subordinate Indenture, and all rights and remedies of the Trustee and the Subordinate Indenture Bondholders shall continue as though no such proceeding had been instituted.

Rights and Remedies Cumulative

No right or remedy conferred under the Subordinate Indenture upon or reserved to the Trustee is intended to be exclusive of any other right or remedy, but each such right or remedy shall, to the extent permitted by law, be cumulative of and in addition to every other right or remedy given under the Subordinate Indenture or now or hereafter existing at law, in equity or otherwise. The assertion or employment of any right or remedy under the Subordinate Indenture shall not prevent the concurrent assertion or employment of any other appropriate right or remedy.

Delay or Omission Not Waiver

No delay or omission by the Trustee or any Subordinate Indenture Bondholder to exercise any right or remedy accruing upon any Event of Default shall impair any such right or remedy or constitute a waiver of such Event of Default. Every right and remedy given by the Subordinate Indenture or by law to the Trustee or the Subordinate Indenture Bondholders may be exercised from time to time, and as often as may be deemed expedient, by the Trustee or the Subordinate Indenture Bondholders, as the case may be.

Waiver of Defaults

(a) The holders of a majority in aggregate principal amount of each Series of Outstanding Subordinate Indenture Bonds may, by written notice to the Trustee and subject to the requirements of the Subordinate Indenture, waive any existing default or Event of Default with respect to that particular Series and its consequences, except an Event of Default under (a) or (b) of "Events of Default" set forth above. Upon any such waiver, the default or Event of Default

shall be deemed cured and shall cease to exist for all purposes. No waiver of any default or Event of Default shall extend to or effect any subsequent default or Event of Default or shall impair any right or remedy consequent thereto.

(b) Notwithstanding any provision of the Subordinate Indenture, in no event shall any Person, other than all of the affected Subordinate Indenture Bondholders, have the ability to waive any Event of Default under the Subordinate Indenture if such event results or may result, in the opinion of Bond Counsel, in interest on any of the Subordinate Indenture Bonds becoming includable in gross income for federal income tax purposes if the interest on such Subordinate Indenture Bonds was not includable in gross income for federal income tax purposes prior to such event.

Notice of Events of Default

If an Event of Default occurs of which the Trustee has or is deemed to have notice under the Subordinate Indenture the Trustee shall give Immediate Notice thereof to the Commission. Within 90 days thereafter (unless such Event of Default has been cured or waived), the Trustee shall give notice of such Event of Default to each Subordinate Indenture Bondholder then Outstanding, provided, however, that except in the instance of an Event of Default under "Events of Default" paragraphs (a) or (b), the Trustee may withhold such notice if and so long as the Trustee in good faith determines that the withholding of such notice does not materially adversely affect the interests of any Class of Subordinate Indenture Bondholders, and provided, further, that notice to Subordinate Indenture Bondholders of any Event of Default under "Events of Default" paragraphs (c) and (d) shall be subject to the provisions of the section "Priority of Payment Following Event of Default" and shall not be given until the grace period has expired.

The Trustee; Qualifications of Trustee

The Subordinate Indenture contains provisions relating to the appointment and duties of the Trustee. The Trustee under the Subordinate Indenture shall at all times be a trustee under the Subordinate Indenture which shall be a corporation or banking association organized and doing business under the laws of the U.S. or of any state, authorized under such laws to exercise corporate trust powers, which has a combined capital and surplus of at least $50,000,000, or is an affiliate of, or has a contractual relationship with, a corporation or banking association meeting such capital and surplus requirement which guarantees the obligations and liabilities of the proposed trustee, and which is subject to supervision or examination by federal or state banking authority. If such corporation or banking association publishes reports of condition at least annually, pursuant to law or the requirements of such banking authority, then for purposes hereof, the combined capital and surplus of such corporation or banking association shall be deemed to be its combined capital and surplus as set forth in its most recent report of condition so published. If at any time the Trustee shall cease to be eligible in accordance with the provisions hereof, it shall resign promptly in the manner and with the effect specified in the Subordinate Indenture.

Resignation or Removal of Trustee; Appointment of Successor Trustee

(a) No resignation or removal of the Trustee and no appointment of a successor Trustee pursuant to the Subordinate Indenture shall become effective until the acceptance of appointment by the successor Trustee under the Subordinate Indenture.

(b) The Trustee may resign at any time by giving written notice to the Commission. Upon receiving such notice of resignation, the Commission shall promptly appoint a successor Trustee by an instrument in writing. If an instrument of acceptance has not been delivered to the resigning Trustee within 30 days after the giving of such notice of resignation, the resigning Trustee or any Subordinate Indenture Bondholder may petition a court of competent jurisdiction for the appointment of a successor Trustee.

(c) Prior to the occurrence and continuance of an Event of Default under the Subordinate Indenture, or after the curing or waiver of any such Event of Default, the Commission or the holders of a majority in aggregate principal amount of the Outstanding Subordinate Indenture Bonds of each Class, may remove the Trustee and shall appoint a successor Trustee. In the event there shall have occurred and be continuing an Event of Default under the Subordinate Indenture, the holders of a majority in aggregate principal amount of each Class of Outstanding Subordinate Indenture Bonds may remove the Trustee and shall appoint a successor Trustee. In each instance, such removal and appointment shall be accomplished by an instrument or concurrent instruments in writing signed by the Commission or such holders, as the case may be, and delivered to the Trustee, the Commission, the holders of the Outstanding Subordinate Indenture Bonds and the successor Trustee.

(d) If at any time: (1) the Trustee shall cease to be eligible and qualified under the Subordinate Indenture and shall fail or refuse to resign after written request to do so by the Commission or the holder of any Subordinate Indenture Bond, or (2) the Trustee shall become incapable of acting or shall be adjudged insolvent, or a receiver of the Trustee or its property shall be appointed, or any public officer shall take charge or control of the Trustee, its property or affairs for the purpose of rehabilitation, conservation or liquidation, then in either such case (i) the Commission may remove the Trustee and appoint a successor Trustee in accordance with the provisions of paragraph (c) above; or (ii) any holder of a Subordinate Indenture Bond then Outstanding may, on behalf of the holders of all Outstanding Subordinate Indenture Bonds, petition a court of competent jurisdiction for removal of the Trustee and appointment of a successor Trustee.

(e) The Commission shall give written notice of each resignation or removal of the Trustee and each appointment of a successor Trustee to each holder of Subordinate Indenture Bonds then Outstanding as listed in the Subordinate Indenture Bond Register. Each such notice shall include the name and address of the applicable corporate trust office of the successor Trustee.

Notices to Subordinate Indenture Bondholders; Waiver

Where the Subordinate Indenture provides for notice to Subordinate Indenture Bondholders of any event, such notice shall be sufficiently given (unless otherwise expressly provided in the Subordinate Indenture) if in writing and mailed, first class postage prepaid, to each

Subordinate Indenture Bondholder affected by each event, at his or her address as it appears on the Subordinate Indenture Bond Register, not later than the latest date, and not earlier than the earliest date, prescribed for the first giving of such notice. In any case where notice to Subordinate Indenture Bondholders is given by mail, neither the failure to mail such notice, nor any default in any notice so mailed to any particular Subordinate Indenture Bondholder shall affect the sufficiency of such notice with respect to other Subordinate Indenture Bondholders. Where the Subordinate Indenture provides for notice in any manner, such notice may be waived in writing by the Person entitled to receive such notice, either before or after the event, and such waiver shall be the equivalent of such notice. Waivers of notice by Subordinate Indenture Bondholders shall be filed with the Trustee, but such filing shall not be a condition precedent to the validity of any action taken in reliance upon such waiver.

For so long as the Subordinate Indenture Bonds are registered solely in the name of the Securities Depository or its nominee, where the Subordinate Indenture provides for notice to the Subordinate Indenture Bondholders of the existence of, or during the continuance of, any Event of Default, the Trustee, at the expense of the Commission, shall: (a) establish a record date (the "Record Date") for determination of the Persons entitled to receive such notice; (b) request a securities position listing from the Securities Depository showing the Depository Participants holding positions in the Subordinate Indenture Bonds affected by such notice as of the Record Date for such notice; (c) mail, first class postage prepaid, copies of the notice as provided above to each Depository Participant identified in the securities position listing as holding a position in the Subordinate Indenture Bonds as of the Record Date for the notice, to each nationally recognized municipal securities information repository (within the meaning of Rule 15c2- 12 of the United States Securities and Exchange Commission under the Securities Exchange Act of 1934), and to any Person identified to the Trustee as a nonobjecting beneficial owner pursuant to the immediately following clause; (d) request that the Depository Participant retransmit the notice to all Persons for which it served as nominee on the Record Date, including nonobjecting beneficial owners, or retransmit the notice to objecting beneficial owners and provide a listing of nonobjecting beneficial owners for whom the Depository Participant served as nominee on the Record Date to the Trustee, (e) provide on behalf of the Commission and not as its agent, an undertaking to pay to any Depository Participant or other nominee (other than the Securities Depository) the reasonable costs of transmitting the notice to Persons for whom the Depository Participant acts as nominee; and (f) provide as many copies of the notice as may be requested by any nominee owner of the Subordinate Indenture Bonds. Any default in performance of the duties required by this paragraph shall not affect the sufficiency of notice to the Subordinate Indenture Bondholders given in accordance with the first paragraph above, nor the validity of any action taken under the Subordinate Indenture in reliance on such notice to Subordinate Indenture Bondholders.

Supplemental Indentures without Subordinate Indenture Bondholders' Consent

The Commission and the Trustee may from time to time and at any time enter into Supplemental Indentures, without the consent of or notice to any Subordinate Indenture Bondholder, to effect any one or more of the following:

(a) cure any ambiguity, defect or omission or correct or supplement any provision in the Subordinate Indenture or in any Supplemental Indenture;

(b) provide for earlier or larger deposits to the Revenue Bonds Account or Special Revenue Bonds Account of the Debt Service Fund;

(c) grant to or confer upon the Trustee for the benefit: of the Subordinate Indenture Bondholders any additional rights, remedies, powers, authority or security that may lawfully be granted to or conferred upon the Subordinate Indenture Bondholders or the Trustee which are not contrary to or inconsistent with the Subordinate Indenture as then in effect or to subject to the pledge and lien of the Subordinate Indenture additional revenues, properties or collateral including Defeasance Obligations;

(d) add to the covenants and agreements of the Commission in the Subordinate Indenture other covenants and agreements thereafter to be observed by the Commission or to surrender any right or power reserved in the Subordinate Indenture to or conferred upon the Commission which are not contrary to or inconsistent with the Subordinate Indenture as then in effect;

(e) by action taken on or before the issuance by the Commission of the first Series or any Sub-Series of Special Revenue Bonds, modify, alter, supplement or amend the section "Covenants as to Act 44 - Special Revenue Bonds";

(f) permit the appointment of a co-trustee under the Subordinate Indenture;

(g) modify, alter, supplement or amend the Subordinate Indenture in such manner as shall permit the qualification of the Subordinate Indenture, if required, under the Trust Indenture Act of 1939, the Securities Act of 1933, state securities laws or any similar statute;

(h) cure formal defects or omissions that, if not cured, would cause interest on Subordinate Indenture Bonds to be includible in gross income for federal income tax purposes;

(i) make any other change in the Subordinate Indenture that is determined by the Trustee not to be materially adverse to the interests of the Subordinate Indenture Bondholders;

(j) identify particular characteristics of Subordinate Indenture Bonds for purposes not inconsistent with the Subordinate Indenture including, without limitation, credit or liquidity support, remarketing, serialization, mandatory tender for purchase and defeasance;

(k) implement the issuance of Additional Subordinate Indenture Bonds, or the incurrence of other Parity Obligations or of Subordinated Indebtedness permitted under the Subordinate Indenture; or

(l) if all Subordinate Indenture Bonds in a Series are Book Entry Bonds, amend, modify, alter or replace any Letter of Representations as provided in the Subordinate Indenture or other provisions relating to Book Entry Bonds.

The Trustee shall not be obligated to enter into any such Supplemental Indenture which adversely affects the Trustee's own rights, duties or immunities under the Subordinate Indenture.

Supplemental Indentures Requiring Subordinate Indenture Bondholders' Consent

The Commission and the Trustee, at any time and from time to time, may execute and deliver a Supplemental Indenture for the purpose of making any modification or amendment to the Subordinate Indenture, but only with the written consent of the holders of at least a majority in aggregate principal amount of the Revenue Bonds Outstanding at the time such consent is given, and in case such modification adversely affects the holders of the Special Revenue Bonds, of PennDOT; provided, however, that if such modification or amendment will, by its terms, not take effect so long as any Subordinate Indenture Bonds so affected remain Outstanding, the consent of the holders of such Subordinate Indenture Bonds shall not be required and such Subordinate Indenture Bonds shall not be deemed to be Outstanding for the purpose of any calculation of Outstanding Subordinate Indenture Bonds under this Section. Notwithstanding the foregoing, no modification or amendment contained in any such Supplemental Indenture shall permit any of the following, without the consent of each Subordinate Indenture Bondholder whose rights are affected thereby:

(a) a change in the terms of stated maturity or redemption of any Subordinate Indenture Bond or of any installment of interest thereon;

(b) a reduction in the principal amount of or redemption premium on any Subordinate Indenture Bond or in the rate of interest thereon or a change in the coin or currency in which such Subordinate Indenture Bond is payable;

(c) the creation of a lien on or a pledge of any part of the Trust Estate which has priority over or parity with (to the extent not permitted under the Subordinate Indenture) the lien or pledge granted to the Subordinate Indenture Bondholders under the Subordinate Indenture (but this provision shall not apply to the release of any part of the Trust Estate as opposed to the creation of a prior or parity lien or pledge);

(d) the granting of a preference or priority of any Subordinate Indenture Bond or Subordinate Indenture Bonds over any other Subordinate Indenture Bond or Subordinate Indenture Bonds, except to the extent permitted under the Subordinate Indenture;

(e) a reduction in the aggregate principal amount of Subordinate Indenture Bonds of which the consent of the Subordinate Indenture Bondholders is required to effect any such modification or amendment; or

(f) a change in the provisions of this "Supplemental Indentures Requiring Subordinate Indenture Bondholders' Consent" section.

Notwithstanding the foregoing, the holder of any Subordinate Indenture Bond may extend the time for payment of the principal of or interest on such Subordinate Indenture Bond; provided, however, that upon the occurrence of an Event of Default, funds available under the Subordinate Indenture for the payment of the principal of and interest on the Subordinate Indenture Bonds shall not be applied to any payment so extended until all principal and interest payments which have not been extended have first been paid in full. Notice of any Supplemental Indenture executed pursuant to this Section shall be given to the Subordinate Indenture Bondholders promptly following the execution thereof.

Discharge

If (a) the principal of any Subordinate Indenture Bonds and the interest due or to become due thereon, together with any redemption premium required by redemption of any of the Subordinate Indenture Bonds prior to maturity, shall be paid, or is caused to be paid, or is provided for under the Subordinate Indenture, at the times and in the manner to which reference is made in the Subordinate Indenture Bonds, according to the true intent and meaning thereof, or the outstanding Subordinate Indenture Bonds shall have been paid and discharged in accordance with the Subordinate Indenture, and (b) all of the covenants, agreements, obligations, terms and conditions of the Commission under the Subordinate Indenture shall have been kept, performed and observed and there shall have been paid to the Trustee, the Subordinate Indenture Bond Registrar and the Paying Agents all sums of money due or to become due to them in accordance with the terms and provisions of the Subordinate Indenture, then the right, title and interest of the Trustee in the Trust Estate shall thereupon cease and the Trustee, on request of the Commission and at the expense of the Commission, shall release the Subordinate Indenture and the Trust Estate and shall execute such documents to evidence such release as may be reasonably required by the Commission and shall turn over to the Commission, or to such other Person as may be entitled to receive the same, all balances remaining in any Funds under the Subordinate Indenture except for amounts required to pay such Subordinate Indenture Bonds or held as described under "Rebate Fund."

Defeasance; Deposit of Funds for Payment of Subordinate Indenture Bonds

If the Commission deposits with the Trustee moneys or Defeasance Obligations which, together with the earnings thereon, are sufficient to pay the principal amount of and redemption premium on any particular Subordinate Indenture Bond or Subordinate Indenture. Bonds becoming due, either at maturity, by means of mandatory sinking fund redemption or by call for optional redemption or otherwise, together with all interest accruing thereon to the due date or Redemption Date, and pays or makes provision for payment of all fees, costs and expenses of the Commission and the Trustee due or to become due with respect to such Subordinate Indenture Bonds, all liability of the Commission with respect to such Subordinate Indenture Bond or Subordinate Indenture Bonds shall cease, such Subordinate Indenture Bond or Subordinate Indenture Bonds shall be deemed not to be Outstanding under the Subordinate Indenture and the holder or holders of such Subordinate Indenture Bond or Subordinate Indenture Bonds shall be restricted exclusively to the moneys or Defeasance Obligations so deposited, together with any earnings thereon, for any claim of whatsoever nature with respect to such Subordinate Indenture Bond or Subordinate Indenture Bonds, and the Trustee shall hold such moneys, Defeasance Obligations and earnings in trust for such holder or holders. In determining the sufficiency of the moneys and Defeasance Obligations deposited pursuant to this Section, the Trustee shall receive, at the expense of the Commission, and may rely upon: (a) a verification report of a firm of nationally recognized independent certified public accountants or other qualified firm acceptable to the Commission and the Trustee; provided, however, that the Trustee may waive the requirement for the provision of such verification report if the Subordinate Indenture Bonds which are being defeased will be paid and cancelled within 90 days and the Trustee can calculate the interest to be paid on such Subordinate Indenture Bonds to and including such payment or redemption date; and (b) an opinion of Bond Counsel to the effect that (1) all conditions set forth in the Subordinate Indenture have been satisfied and (2) that defeasance of any Subordinate

Indenture Bonds will not cause interest on the Subordinate Indenture Bonds to be includable in gross income for federal income tax purposes. Upon such defeasance, all rights of the Commission, including its right to provide for optional redemption or prepayment of any Subordinate Indenture Bonds on dates other than planned pursuant to such defeasance shall cease unless specifically retained by filing a written notification thereof with the Trustee at the time the Defeasance Obligations are deposited with the Trustee.

At such times as any Subordinate Indenture Bonds shall be deemed to be paid under the Subordinate Indenture, as aforesaid, it shall no longer be secured by or entitled to the benefits of the Subordinate Indenture, except for the purposes of any such payment from such money or Defeasance Obligations.

Notice of Defeasance

(a) In case any of the Subordinate Indenture Bonds, for the payment of which moneys or Defeasance Obligations have been deposited with the Trustee pursuant to the Subordinate Indenture, are to be redeemed on any date prior to their maturity, the Commission shall give to the Trustee in form satisfactory to it irrevocable instructions to give notice of redemption of such Subordinate Indenture Bonds on the redemption date for such Subordinate Indenture Bonds.

(b) In addition to the foregoing notice, in the event such Subordinate Indenture Bonds to be redeemed are not by their terms subject to redemption within the next succeeding 60 days, the Trustee shall give further notice to the Subordinate Indenture Bondholders that the deposit required by the Subordinate Indenture has been made with the Trustee and that said Subordinate Indenture Bonds are deemed to have been paid in accordance the Subordinate Indenture and stating the maturity or redemption date or dates upon which moneys are to be available for the payment of the principal of and redemption premium, if any, on said Subordinate Indenture Bonds; such further notice shall be given promptly following the making of the deposit required by the Subordinate Indenture; and such further notice also shall be given in the manner set forth in the Subordinate Indenture; but no defect in said further notice nor any failure to give all or any portion of such further notice shall in any manner defeat the effectiveness of the deposit.

(c) If the Commission has retained any rights pursuant to the Subordinate Indenture, notice thereof shall be sent to Subordinate Indenture Bondholders of such Subordinate Indenture Bonds as soon as practicable and not later than any notice required by paragraphs (a) or (b) above.

Limitation of Liability of Officials of the Commission

No covenant, stipulation, obligation or agreement contained in the Subordinate Indenture shall be deemed to be a covenant, stipulation, obligation or agreement of any present or future member, agent or employee of the Commission in his individual capacity, and neither the members of the Commission nor any official executing the Subordinate Indenture Bonds shall be liable personally on the Subordinate Indenture Bonds or be subject to any personal liability or accountability by reason of the issuance thereof. Notwithstanding anything to the contrary contained herein, the Trustee, the Subordinate Indenture Bondholders and any other party entitled

to seek payment from the Commission under or to enforce the Subordinate Indenture and the Subordinate Indenture Bonds will be entitled to look solely to the Trust Estate, and such collateral, if any, as may now or hereafter be given to secure the payment of the obligations of the Commission under the Subordinate Indenture and the Subordinate Indenture Bonds, and no other property or assets of the Commission or any officer or director of the Commission shall be subject to levy, execution or other enforcement procedure for the satisfaction of the remedies under the Subordinate Indenture, or for any payment required to be made under the Subordinate Indenture and the Subordinate Indenture Bonds, or for the performance of any of the covenants or warranties contained herein.

[End of Appendix C]

APPENDIX D

SUMMARY OF CERTAIN PROVISIONS OF AND DEFINED TERMS IN THE SENIOR INDENTURE

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APPENDIX D

SUMMARY OF CERTAIN PROVISIONS OF AND DEFINED TERMS IN THE SENIOR INDENTURE

The following sets forth the definitions derived from the Senior Indenture concerning the Senior Revenue Bonds and the operation of the Senior Indenture. This summary of such terms does not purport to be complete or definitive and is subject to all of the terms and provisions of the Senior Indenture, a copy of which will be available at the corporate trust office of U.S. Bank Trust Company, National Association, as the trustee under the Senior Indenture (the "Senior Trustee"). Reference should be made to the Senior Indenture for a complete statement of all the provisions of the Senior Indenture, including those provisions which are not summarized in this Official Statement. Any references to "principal amount" shall mean the principal amount of any Senior Revenue Bonds plus the accreted amount on any Senior Revenue Bond which constitutes a capital appreciation or similar bond.

DEFINITIONS OF CERTAIN TERMS

In addition to words and terms elsewhere defined in this Official Statement, the following words and terms used in this Official Statement and this Appendix D and the Senior Indenture shall have the following meanings unless the context clearly indicates otherwise:

"Additional Senior Revenue Bonds" shall mean the Senior Revenue Bonds of any series authorized to be issued under the Senior Indenture.

"Annual Debt Service" shall mean (i) the amount of principal and interest paid or payable with respect to Senior Revenue Bonds in a Fiscal Year plus (ii) Senior Indenture Reimbursement Obligations paid or payable by the Commission in such Fiscal Year (but only to the extent they are not duplicative of such principal and interest), plus (iii) the amounts, if any, paid or payable by the Commission in such Fiscal Year with respect to Senior Indenture Approved Swap Agreements, minus (iv) the amounts, if any, paid or payable to the Commission in such Fiscal Year with respect to Senior Indenture Approved Swap Agreements, provided that the difference between the amounts described in clauses (iii) and (iv) shall be included only to the extent that such difference would not be recognized as a result of the application of the assumptions set forth below. The following assumptions shall be used to determine the Annual Debt Service becoming due in any Fiscal Year:

(a) in determining the principal amount paid or payable with respect to Senior Revenue Bonds or Senior Indenture Reimbursement Obligations in each Fiscal Year, payment shall be assumed to be made in accordance with any amortization schedule established for such Senior Indenture Indebtedness, including amounts paid or payable pursuant to any mandatory redemption schedule for such Senior Indenture Indebtedness;

(b) if any of the Senior Indenture Indebtedness or proposed Senior Indenture Indebtedness constitutes Balloon Senior Indenture Indebtedness, then such amounts thereof as constitute Balloon Senior Indenture Indebtedness shall be treated as if such Senior Indenture Indebtedness is to be amortized in substantially equal annual installments of principal and interest over a term of 25 years from the date of issuance of such Senior Indenture Indebtedness; anything

to the contrary in the Senior Indenture notwithstanding, during the year preceding the final maturity date of such Senior Indenture Indebtedness, all of the principal thereof shall be considered to be due on such maturity date unless the Commission provides to the Senior Trustee a certificate of a Financial Consultant certifying that, in its judgment, the Commission will be able to refinance such Balloon Senior Indenture Indebtedness, in which event the Balloon Senior Indenture Indebtedness shall be amortized over the term of the Senior Indenture Indebtedness expected to refinance such Balloon Senior Indenture Indebtedness and shall bear the interest rate specified in the certificate of the Financial Consultant;

(c) if any of the Senior Indenture Indebtedness or proposed Senior Indenture Indebtedness constitutes Variable Rate Senior Indenture Indebtedness, then interest in future periods shall be based on the Senior Indenture Assumed Variable Rate;

(d) termination or similar payments under a Senior Indenture Approved Swap Agreement shall not be taken into account in any calculation of Annual Debt Service; and

(e) if any cash Subsidy Payments are scheduled to be received by the Commission with respect to any Bonds which are eligible for such Subsidy Payments, each of the Subsidy Payments may be deducted from the interest payable on such Bonds in the period in which such Subsidy Payment is scheduled to be received.

"Applicable Long-Term Senior Indenture Indebtedness" includes Senior Revenue Bonds, Additional Senior Revenue Bonds, Senior Indenture Reimbursement Obligations and obligations of the Commission under Senior Indenture Approved Swap Agreements, to the extent the same constitute Long-Term Senior Indenture Indebtedness, and excludes Subordinated Senior Indenture Indebtedness.

"Balloon Senior Indenture Indebtedness" shall mean Senior Indenture Long-Term Indebtedness of which 25% or more of the principal matures in the same Fiscal Year and is not required by the documents pursuant to which such Senior Indenture Indebtedness was issued to be amortized by payment or redemption prior to that Fiscal Year, provided that such Senior Indenture Indebtedness will not constitute Balloon Senior Indenture Indebtedness if the Senior Trustee is provided a certificate of a Commission Official certifying that such Senior Indenture Indebtedness is not to be treated as Balloon Senior Indenture Indebtedness (because, by way of example, such Indebtedness is intended to serve as "wrap around" Senior Indenture Indebtedness).

"Commission Official" shall mean any commissioner, director, officer or employee of the Commission authorized to perform specific acts or duties by resolution duly adopted by the Commission.

"Consultant" means a Person who shall be independent, appointed by the Commission as needed, qualified and having a nationwide and favorable reputation for skill and experience in such work for which the Consultant was appointed. In those situations in which a Consultant is appointed to survey risks and to recommend insurance coverage, such Consultant may be a broker or agent with whom the Commission transacts business.

"Credit Facility" shall mean any letter of credit, line of credit, standby letter of credit, indemnity or surety insurance policy or agreement to purchase a debt obligation or any similar

extension of credit, credit enhancement or liquidity support obtained by the Commission from a responsible financial or insurance institution, to provide for or to secure payment of principal and purchase price of, and/or interest on Senior Revenue Bonds pursuant to the provisions of a Supplemental Senior Indenture under which such Senior Revenue Bonds are issued. The use of such definition is not intended to preclude the Commission from providing the credit or liquidity support with respect to one or more series of Senior Revenue Bonds directly rather than through a financial or insurance institution.

"Current Expenses" shall mean the Commission's reasonable and necessary current expenses of maintenance, repair and operation of the System, including, without limiting the generality of the foregoing, all premiums for insurance and payments into any self-insurance reserve fund, all administrative and engineering expenses relating to maintenance, repair and operation of the System, fees and expenses of the Senior Trustee and of the Senior Indenture Paying Agents, periodic fees or charges to maintain a Senior Indenture Debt Service Reserve Fund security, legal expenses and any other expenses required to be paid by the Commission as shown in the Annual Operating Budget for the System.

"Event of Senior Indenture Bankruptcy" shall mean the filing of a petition in bankruptcy (or other commencement of a bankruptcy or similar proceedings) by or against the Commission as debtor under Title 9 of the United States Code, as amended from time to time, and any successor to or replacement of such title and any other applicable federal or state bankruptcy, insolvency or similar law.

"Financial Consultant" shall mean any financial advisor or firm of financial advisors of favorable national reputation for skill and experience in performing the duties for which a Financial Consultant is required to be employed pursuant to the provisions hereof and who is retained by the Commission as a Financial Consultant for the purposes hereof.

"Historical Debt Service Coverage Ratio" shall mean for any period of time, the ratio determined by dividing Net Revenues for such period by the Annual Debt Service for all Applicable Long-Term Indebtedness which is Outstanding during such period.

"Historical Pro Forma Debt Service Coverage Ratio" shall mean for any period of time, the ratio determined by dividing Net Revenues for such period by the Senior Indenture Maximum Annual Debt Service for all Applicable Long-Term Senior Indenture Indebtedness then outstanding and the Applicable Long-Term Senior Indenture Indebtedness proposed to be issued.

"Immediate Notice" means notice transmitted by electronic means, in writing, by telecopier or other electronic means or by telephone (promptly confirmed in writing) and received by the Person to whom it was addressed.

"Issuance Cost" shall mean costs incurred by or on behalf of the Commission in connection with the issuance of Additional Senior Revenue Bonds including, without limitation, the following: payment of financial, legal, accounting and appraisal fees and expenses, the Commission's fees and expenses attributable to the issuance of the Senior Revenue Bonds, the cost of printing, engraving and reproduction services, fees and expenses incurred in connection with any Credit Facility and any Senior Indenture Approved Swap Obligation, legal fees and

expenses for Bond Counsel, Commission's counsel, Trustee's counsel, Disclosure Counsel and Underwriter's counsel relating to the issuance of the Senior Revenue Bonds, the initial or acceptance fee of the Trustee, and all other fees, charges and expenses incurred in connection with the issuance of the Senior Revenue Bonds and the preparation of the Senior Indenture.

"Long-Term Senior Indenture Indebtedness" shall mean all Senior Indenture Indebtedness, which is not (a) Short-Term Senior Indenture Indebtedness or (b) Subordinated Senior Indenture Indebtedness.

"Net Revenues" shall mean the amount by which total Revenues exceed Current Expenses for any particular period.

"Original Senior Indenture" shall mean the Indenture of Trust dated as of July 1, 1986 by and between the Commission and First Union Bank, as successor trustee to Fidelity Bank, National Association (the "Original Trustee").

"Other Revenues" shall mean any funds received or payable to the Commission, other than Revenues, which the Commission chooses to include as security for Senior Indenture Parity Obligations and/or Subordinated Senior Indenture Indebtedness pursuant to a Supplemental Senior Indenture.

"Outstanding" or "outstanding" in connection with Senior Revenue Bonds shall mean all Senior Revenue Bonds which have been authenticated and delivered under the Senior Indenture, except: (a) Senior Revenue Bonds theretofore cancelled or delivered to the Senior Trustee for cancellation under the Senior Indenture; (b) Senior Revenue Bonds which are deemed to be no longer Outstanding in accordance with the Senior Indenture; and (c) Senior Revenue Bonds in substitution for which other Senior Revenue Bonds have been authenticated and delivered pursuant to the Senior Indenture. In determining whether the owners of a requisite aggregate principal amount of Senior Revenue Bonds Outstanding have concurred in any request, demand, authorization, direction, notice, consent or waiver under the provisions of the Senior Indenture, Senior Revenue Bonds which are held by or on behalf of the Commission (unless all of the Outstanding Senior Revenue Bonds are then owned by the Commission) shall be disregarded for the purpose of any such determination.

"Person" shall mean an individual, a public body, a corporation, a partnership, an association, a joint stock company, a trust, and any unincorporated organization.

"Prior Senior Indenture" shall mean the Original Senior Indenture as supplemented and amended by a First Supplemental Indenture, dated as of August 1, 1986, a Second Supplemental Indenture, dated as of November 15, 1988, a Third Supplemental Indenture, dated as of May 15, 1989, a Fourth Supplemental Indenture, dated as of November 15, 1989, a Fifth Supplemental Indenture, dated as of May 15, 1990, a Sixth Supplemental Indenture, dated as of November 15, 1990, a Seventh Supplemental Indenture, dated as of June 1, 1991, an Eighth Supplemental Indenture, dated as of July 1, 1991, a Ninth Supplemental Indenture, dated as of November 15, 1991, a Tenth Supplemental Indenture, dated as of August 1, 1992, an Eleventh Supplemental Indenture, dated as of June 1, 1998, and a Twelfth Supplemental Indenture, dated as of March 1, 2001.

"Projected Annual Debt Service" shall mean for any future period of time, shall equal the amount of Senior Indenture Maximum Annual Debt Service on all Applicable Long-Term Senior Indenture Indebtedness then Outstanding and on any Applicable Long-Term Senior Indenture Indebtedness proposed to be issued.

"Projected Debt Service Coverage Ratio" shall mean for the two Fiscal Years following the end of any period during which interest was fully capitalized on the Applicable Long-Term Indebtedness proposed to be issued, the ratio determined by dividing Projected Net Revenues for such period by the Projected Annual Debt Service for such period.

"Projected Net Revenues" shall mean projected Net Revenues for the period in question, taking into account any revisions of the Tolls which have been approved by the Commission and which will be effective during such period and any additional Tolls which the Commission or the Consultant, as appropriate, estimates will be received by the Commission following the completion of any Project then being constructed or proposed to be constructed.

"Rate Covenant" shall mean the requirement to establish and maintain a schedule of Tolls sufficient to provide the funds required pursuant to the Senior Indenture provisions described under "The Senior Indenture-Rate Covenant" in this Appendix D.

"Reimbursement Agreement" shall mean an agreement between the Commission and one or more Senior Indenture Banks pursuant to which, among other things, such Senior Indenture Bank or Senior Indenture Banks issue a Credit Facility with respect to Senior Revenue Bonds of one or more series and the Commission agrees to reimburse such Senior Indenture Bank or Senior Indenture Banks for any drawings made thereunder.

"Revenues" shall mean (a) all Tolls received by-or on behalf of the Commission from the System, (b) any other sources of revenues or funds of the Commission which the Commission chooses to include in the Senior Trust Estate pursuant to a Supplemental Senior Indenture, and (c) the interest and income earned on any fund or account where said interest or income is required to be credited to the Senior Indenture Revenue Fund pursuant to the Senior Indenture. As more fully provided in the Senior Indenture, in the event the Commission receives advances or prepayments or otherwise operates or participates in a system in which funds are collected prior to the actual usage of the System, such funds shall not be deemed to be Revenues until the usage occurs or the funds are earned pursuant to the agreement under which the Commission receives such funds.

"Senior Indenture" shall mean that certain Amended and Restated Trust Indenture originally dated as of July 1, 1986 and Amended and Restated as of March 1, 2001, between the Commission and the Senior Trustee, as supplemented and amended.

"Senior Indenture Approved Swap Agreement" shall mean a contract having an interest rate, currency, cash-flow, or other basis desired by the Commission, including, without limitation, interest rate swap agreements, currency swap agreements, forward payment conversion agreements, futures contracts, contracts providing for payments based on levels of or changes in interest rates, currency exchange rates, stock or other indices, or contracts to exchange cash flows or a series of payments, and contracts including, without limitation, interest rate floors or caps, options, puts or calls to hedge payment, currency rate, spread or similar exposure for which the

Commission has satisfied the conditions under the Senior Indenture to have payments to be made and received by the Commission thereunder taken into account in the calculation of Annual Debt Service.

"Senior Indenture Assumed Variable Rate" shall mean in the case of (1) Outstanding Variable Rate Senior Indenture Indebtedness, the average interest rate on such Senior Indenture Indebtedness for the most recently completed 12-month period; and (2) proposed Variable Rate Senior Indenture Indebtedness, (a) which will, in the opinion of Bond Counsel delivered at the time of the issuance thereof be excluded from gross income for federal income tax purposes, the average of the Bond Market Association Swap Index ("BMA Index") for the 12 months ending 7 days preceding the date of calculation plus 100 basis points, or (b) in the case of Bonds not described in clause (a), the London Interbank Offered Rate ("LIBOR") most closely resembling the reset period for the Variable Rate Senior Indenture Indebtedness plus 100 basis points; provided that if the BMA Index or LIBOR shall cease to be published, the index to be used in its place shall be that index which the Commission in consultation with the Financial Consultant determines most closely replicates such index, as set forth in a certificate of a Commission Official filed with the Senior Trustee.

"Senior Indenture Bank" shall mean as to any particular series of Senior Revenue Bonds, each Person (other than a Senior Indenture Bond Insurer) providing a letter of credit, a line of credit, a guaranty or another credit or liquidity enhancement facility as designated in the Supplemental Senior Indenture to the Senior Indenture providing for the issuance of such Senior Revenue Bonds.

"Senior Indenture Bond Insurer" shall mean as to any particular maturity or any particular Series of Senior Revenue Bonds, the Person undertaking to insure such Bonds as designated in a Supplemental Indenture providing for the issuance of such Bonds.

"Senior Indenture Events of Default" shall mean those events described under "The Senior Indenture-Events of Default" in this Appendix D, and such other events specified in any Supplemental Senior Indenture.

"Senior Indenture Indebtedness" shall mean any obligation or debt incurred for money borrowed.

"Senior Indenture Maximum Annual Debt Service" shall mean at any point in time the maximum amount of Annual Debt Service on all Applicable Long-Term Senior Indenture Indebtedness, as required by the context (e.g., whether relating to all such Applicable Long-Term Senior Indenture Indebtedness or only specified Applicable Long-Term Senior Indenture Indebtedness) paid or payable in the then current or any future Fiscal Year.

"Senior Indenture Parity Obligations" includes Senior Revenue Bonds and other obligations of the Commission owed to Senior Indenture Secured Owners, but excludes Subordinated Senior Indenture Indebtedness.

"Senior Indenture Parity Swap Agreement" shall mean a Senior Indenture Approved Swap Agreement secured under the Senior Indenture on parity with all Senior Revenue Bonds and other Senior Indenture Parity Obligations.

"Senior Indenture Paying Agent" shall mean with respect to any Series of Senior Revenue Bonds that Person appointed pursuant to the Senior Indenture to make payments to bondholders of interest and/or principal pursuant to the terms of the Senior Indenture, which is currently the Senior Trustee.

"Senior Indenture Reimbursement Obligation" shall mean an obligation of the Commission pursuant to a Reimbursement Agreement to repay any amounts drawn under a Credit Facility and to pay interest on such drawn amounts pursuant to such Reimbursement Agreement.

"Senior Indenture Secured Owner" shall mean each Person who is a bondholder of any Senior Revenue Bonds, each counterparty providing a Senior Indenture Parity Swap Agreement, each Senior Indenture Bank providing a Credit Facility and each Bond Insurer providing a bond insurance policy with respect to a Senior Indenture Parity Obligation.

"Senior Indenture Tender Indebtedness" shall mean any Senior Indenture Indebtedness or portion thereof:

(a) The terms of which include (1) an option or an obligation on the part of the Secured Owner to tender all or a portion of such Indebtedness to the Commission, the Trustee, the Paying Agent or another fiduciary or agent for payment or purchase, and (2) a requirement on the part of the Commission to purchase or cause to be purchased such Indebtedness or portion thereof if properly presented; and

(b) Which is rated in either (1) one of the two highest long-term Rating Categories by the Rating Agency or (2) the highest short-term, note or commercial paper Rating Category by the Rating Agency.

"Senior Revenue Bond" or "Senior Revenue Bonds" shall mean any bonds outstanding under the Senior Indenture or the Prior Senior Indenture, and Senior Indenture Indebtedness of any kind or class, including bonds, notes, bond anticipation notes, commercial paper and other obligations, issued as Additional Senior Revenue Bonds under the Senior Indenture, other than Additional Senior Revenue Bonds issued as Subordinated Senior Indenture Indebtedness.

"Senior Trust Estate" shall mean all right, title and interest of the Commission in and to (i) all Revenues, (ii) all monies deposited into accounts or funds created by the Senior Indenture and held by or on behalf of the Senior Trustee (other than the Senior Indenture Rebate Fund), (iii) any insurance proceeds and other moneys required to be deposited in the Senior Indenture, (iv) all payments received by the Commission pursuant to Senior Indenture Parity Swap Agreements, and (v) all investment earnings on all moneys held in accounts and funds established by the Senior Indenture, other than the Senior Indenture Rebate Fund.

"Short-Term Senior Indenture Indebtedness" shall mean all Senior Indenture Indebtedness which matures in less than 365 days and is designated as Short-Term Indebtedness pursuant to the Senior Indenture. In the event a Senior Indenture Bank has extended a line of credit or the Commission has undertaken a commercial paper or similar program, only amounts actually borrowed under such line of credit or program and repayable in less than 365 days shall be considered Short-Term Senior Indenture Indebtedness and the full amount of such commitment or program shall not be treated as Short-Term Senior Indenture Indebtedness to the extent that such facility remains undrawn.

"Subordinated Senior Indenture Indebtedness" shall mean Senior Indenture Indebtedness which is subordinated and junior in all respects to payment of all Senior Revenue Bonds and other Senior Indenture Parity Obligations incurred pursuant to or in compliance with the Senior Indenture.

"Subsidy Payments" shall mean payments from the United States Treasury pursuant to Section 54AA or 6431 of the Code (as such Sections were added by Section 1531 of the American Recovery and Reinvestment Act of 2009 (Pub.L. 111-5) pertaining to "Build America Bonds")

"Supplemental Senior Indenture" shall mean any duly authorized Supplemental Indenture as a supplement to the Senior Indenture, entered into in accordance with the provisions of the Senior Indenture, including any Supplemental Senior Indenture pursuant to which (and only for so long as) Senior Revenue Bonds are Outstanding thereunder.

"Tolls" shall mean all rates, rents, fees, charges, fines or other income derived by the Commission from vehicular usage of the System, and all rights to receive the same.

"Trustee" shall mean the Trustee at the time in question, whether the initial Trustee or a successor.

"Variable Rate Senior Indenture Indebtedness" shall mean any Senior Indenture Indebtedness the interest rate on which fluctuates from time to time subsequent to the time of incurrence. Variable Rate Senior Indenture Indebtedness may include, without limitation, (a) "auction rate" Senior Indenture Indebtedness described in the Senior Indenture, (b) certain Senior Indenture Tender Indebtedness, (c) commercial paper Senior Indenture Indebtedness which is intended to be reissued and refinanced periodically, or (d) other forms of Senior Indenture Indebtedness on which the interest fluctuates or is subject to being set or reset from time to time.

THE SENIOR INDENTURE

Rate Covenant

The Commission has covenanted in the Senior Indenture that it will at all times establish and maintain schedules of Tolls for traffic over the System so that the Net Revenues of the System in each Fiscal Year will at all times be at least sufficient to provide funds in an amount not less than: (1) the greater of (i) 130% of the Annual Debt Service for such Fiscal Year on account of all Applicable Long-Term Senior Indenture Indebtedness then outstanding under the provisions of the Senior Indenture, or (ii) 100% of the Senior Indenture Maximum Annual Debt Service on all Applicable Long-Term Senior Indenture Indebtedness, plus (a) the amount of required transfers from the Senior Indenture Revenue Fund to the credit of the Senior Indenture Reserve Maintenance Fund pursuant to the Annual Capital Budget, and (b) an amount sufficient to restore any deficiency in the Senior Indenture Debt Service Reserve Fund within an 18 month period; plus (2) the amount of any Short-Term Senior Indenture Indebtedness outstanding under the Senior Indenture for more than 365 consecutive days. In addition, the amount of Net Revenues in excess of the sum of the amounts set forth in clauses (1) and (2) above, together with Other Revenues pledged to the payment of Subordinated Senior Indenture Indebtedness, shall be sufficient to pay the Annual Debt Service for any Subordinated Senior Indenture Indebtedness (such covenant is referred to as the "Rate Covenant").

The Commission's failure to meet the Rate Covenant shall not constitute a Senior Indenture Event of Default under the Senior Indenture if: (i) no Senior Indenture Event of Default occurred in debt service payments as a result of such failure; and (ii) the Commission promptly after determining that the Rate Covenant was not met retains a Consultant to make written recommendations as to appropriate revisions to the schedules of Tolls necessary or appropriate to meet the Rate Covenant and advises the Senior Trustee in writing of such retention. Anything in the Senior Indenture to the contrary notwithstanding, if the Commission shall comply with the recommendations of the Consultant in respect of Tolls, it will not constitute a Senior Indenture Event of Default under the provisions of the Senior Indenture if the Commission fails to meet the Rate Covenant during the succeeding Fiscal Year as long as no Senior Indenture Event of Default has occurred in debt service payments. If the Commission does not comply with the recommendations of the Consultant in respect of Tolls, the Senior Indenture Senior Trustee may, and upon the request of the holders of not less than 25% in principal amount of the Senior Revenue Bonds then outstanding and upon being indemnified to its satisfaction shall, institute and prosecute in a court of competent jurisdiction any appropriate action to compel the Commission to revise the schedules of Tolls. The Commission covenants that it will adopt and charge Tolls in compliance with any final order or decree entered in any such proceeding.

In the event that the Consultant shall fail to file with the Commission such recommendations in writing within 60 days after such retention, the Senior Trustee may designate and appoint a different Consultant to make recommendations as to an adjustment of the schedules of Tolls, which recommendations shall be reported in writing to the Commission and to the Senior Trustee within 60 days after such retention. Such written report shall for all purposes be considered to be the equivalent of and substitute for the recommendations of the Consultant retained by the Commission.

In preparing its recommendations, the Consultant may rely upon written estimates of Revenues prepared by the other Consultants of the Commission. Copies of such written estimates signed by such Consultants shall be attached to such recommendations. The Commission covenants that promptly after receipt of such recommendations and the adoption of any revised schedules of Tolls, certified copies thereof will be filed with the Senior Trustee.

Any change in classification which results in a reduced Toll or any new classification shall be reviewed by the Commission with a Consultant before implementing the same unless the same is temporary (e.g., having a duration of less than one year). In addition, in the event the Commission did not meet the Rate Covenant for the preceding Fiscal Year, any classification resulting in a reduced Toll or a new classification shall be subject to a Consultant approving the same before it is implemented. In all events, the Commission shall not make a change in classification or any new classification which would cause the Commission to fail to meet the Rate Covenant.

The Commission has agreed that Tolls will be classified in a reasonable way to cover all traffic, so that the Tolls may be uniform in application to all traffic falling within any reasonable class regardless of the status or character of any person, firm or corporation participating in the traffic; provided that the foregoing shall not be interpreted to restrict the Commission's right, in its discretion in connection with its management of the System, to establish and maintain flexible Toll schedules including, but not limited to, provisions for utilizing or otherwise taking into

account, peak and nonpeak pricing, introductory pricing, weight, method of payment, frequency, carpooling, electronic and other Toll collection technologies, traffic management systems, and similar classifications. The Commission has agreed that it shall not grant free passage or reduced Tolls within a class, except in the limited manner permitted by the Senior Indenture, which includes, among others, for operational or safety reasons including, but not limited to, reasons arising out of a work stoppage, work slowdown or work action, and for use by the Army, Air Force, Navy, Coast Guard, Marine Corps or National Guard or any branch thereof in time of war or other emergency. Any reduced Toll or grant of free passage shall be reviewed by the Commission with a Consultant before implementing the same unless the same is temporary (e.g., having duration of less than one year).

In the event the Commission did not meet the Rate Covenant for the preceding Fiscal Year, any reduced Toll or free passage shall be subject to a Consultant approving the same before it is implemented unless the circumstances require immediate implementation, in which event the Commission shall obtain such approval promptly following implementation. In all events, the Commission shall not reduce Tolls or grant free passage if it would cause the Commission to fail to meet the Rate Covenant.

The Commission's covenant as to uniformity of Tolls shall not be construed as requiring that Tolls for any given class of traffic be identical in amount throughout the entire System for trips of approximately identical lengths. The Commission may fix and place in effect schedules of Tolls for any given class of traffic wherein the Tolls charged for travel on a given section of the System shall be different from the Tolls charged on another section of the System notwithstanding the fact that both of said sections may be of identical or approximately identical length.

Creation of Funds

The following funds are created under the Senior Indenture:

(a) Construction Fund;

(b) Revenue Fund;

(c) Debt Service Fund;

(d) Debt Service Reserve Fund;

(e) Reserve Maintenance Fund;

(f) General Reserve Fund; and

(g) Rebate Fund.

All Revenues are deposited into the Senior Indenture Revenue Fund and from there are transferred, in the following order of priority, to: the Senior Indenture Rebate Fund, the Operating Account held by the Commission outside of the Indenture, the Senior Indenture Debt Service Fund, the Senior Indenture Reserve Maintenance Fund, the Senior Indenture Debt Service Reserve Fund, and, provided there are moneys in the Senior Indenture Revenue Fund in excess of the amount

required to be retained in the Senior Indenture Revenue Fund for future transfers to the Senior Indenture Debt Service Fund, the Senior Indenture General Reserve Fund.

Senior Indenture Debt Service Fund

There are two separate accounts in the Senior Indenture Debt Service Fund known as the "Interest Account" and the "Principal Account." The Senior Trustee and the Commission may create such additional accounts in the Senior Indenture Debt Service Fund pursuant to a Supplemental Senior Indenture as they deem necessary or appropriate.

On or before the last business day preceding each interest payment date or principal (or sinking fund redemption) payment date or such other day as set forth in a Supplemental Senior Indenture, after making the deposits to the Senior Indenture Operating Account pursuant to the Senior Indenture or identified in a certificate of a Commission Official, the Senior Trustee shall withdraw from the Senior Indenture Revenue Fund and deposit to the applicable Account in the Senior Indenture Debt Service Fund (or to a Series Credit Facility Fund in lieu of either of the foregoing) the amounts due on any Senior Indenture Parity Obligation.

The moneys in the Interest and Principal Accounts shall be held by the Senior Trustee in trust for the benefit of the Senior Revenue Bonds, to the extent the foregoing are payable from such accounts, and, to said extent and pending application, shall be subject to a lien and charge in favor of the owners of Senior Revenue Bonds until paid out or transferred as provided in the Senior Indenture. There shall be withdrawn from the Interest Account (and any available capitalized interest) and the Principal Account from time to time and set aside or deposited with the Senior Trustee sufficient money for paying the interest on and the principal of and premium on the Senior Revenue Bonds as the same shall become due, except to the extent such interest, principal or other amounts are payable from a fund or account other than the Senior Indenture Debt Service Fund as provided in any Supplemental Senior Indenture.

If at the time the Senior Trustee is required to make a withdrawal from the Senior Indenture Debt Service Fund the moneys therein shall not be sufficient for such purpose, the Senior Trustee shall withdraw the amount of such deficiency from the moneys on deposit in the following funds or accounts and transfer the same to the Senior Indenture Debt Service Fund in the following order: the Senior Indenture Debt Service Reserve Fund, the Senior Indenture General Reserve Fund, and the Senior Indenture Reserve Maintenance Fund.

With respect to any Bonds for which Subsidy Payments are scheduled to be received by the Commission, the Commission shall deposit or cause to be deposited all such Subsidy Payments, as and when received, into a separate account of the Debt Service Fund held for each such Series of Bonds, and such Subsidy Payments shall be applied to pay debt service on the corresponding Series of Bonds with respect to which such Subsidy Payments are received.

Senior Indenture Debt Service Reserve Fund

The Senior Indenture establishes a Senior Indenture Debt Service Reserve Fund and provides that a special account within the Senior Indenture Debt Service Reserve Fund may be created with respect to each series of Senior Indenture Debt Service Reserve Fund Bonds issued under the Senior Indenture and any Supplemental Senior Indenture.

In each Fiscal Year, after first having made the deposits to the Senior Indenture Operating Account, Senior Indenture Debt Service Fund and Senior Indenture Reserve Maintenance Fund described above, the Trustee shall transfer from the Senior Indenture Revenue Fund on or before the last day of each month to the credit of the Senior Indenture Debt Service Reserve Fund (a) the amount, if any, required to make the amount on deposit in the Senior Indenture Debt Service Reserve Fund equal to the Senior Indenture Debt Service Reserve Requirement which restoration, as implied by the Rate Covenant, is intended to occur within eighteen (18) months; and (b) the amount set forth in a Supplemental Senior Indenture if an amount different from the Senior Indenture Debt Service Reserve Requirement is required.

To the extent accounts are created in the Senior Indenture Debt Service Reserve Fund for Senior Indenture Debt Service Reserve Fund Bonds, the funds and DSRF Security, as hereinafter defined, held therein shall be available to make payments required under the Senior Indenture for the benefit of all Senior Indenture Debt Service Reserve Fund Bonds.

Moneys held in the Senior Indenture Debt Service Reserve Fund shall be used for the purpose of paying interest on, maturing principal and mandatory sinking fund redemption price of Senior Indenture Debt Service Reserve Fund Bonds whenever and to the extent that the moneys held for the credit of the Senior Indenture Debt Service Fund shall be insufficient for such purpose. If at any time the moneys and the principal amount of any DSRF Security held in the Senior Indenture Debt Service Reserve Fund shall exceed the Senior Indenture Debt Service Reserve Requirement, the Commission shall direct whether such excess moneys shall be transferred by the Trustee to the credit of the Senior Indenture General Reserve Fund or used to reduce the principal amount of any DSRF Security.

In the event the Trustee shall be required to withdraw funds from the Senior Indenture Debt Service Reserve Fund to restore a deficiency in the Senior Indenture Debt Service Fund arising with respect to Senior Indenture Debt Service Reserve Fund Bonds, the amount of such deficiency shall be allocated pro rata among such Bonds.

In lieu of the deposit of moneys into the Senior Indenture Debt Service Reserve Fund, the Commission may cause to be provided a surety bond, an insurance policy, a letter of credit or similar financial instrument satisfactory to the Rating Agency (as evidenced by a letter from the Rating Agency confirming that the DSRF Security will not result in the rating on any outstanding Bonds being downgraded) (each, a "DSRF Security") payable to the Trustee for the benefit of the Bondholders in an amount equal to the difference between the Senior Indenture Debt Service Reserve Requirement and the amounts then on deposit in the Senior Indenture Debt Service Reserve Fund. The DSRF Security shall be payable (upon the giving of notice as required thereunder) on any Interest Payment Date on which moneys will be required to be withdrawn from the Senior Indenture Debt Service Reserve Fund and applied to the payment of the principal of or

interest on any Senior Revenue Bonds to the extent that such withdrawals cannot be made by amounts on deposit in the Senior Indenture Debt Service Reserve Fund.

If a disbursement is made pursuant to a DSRF Security, the Commission shall be obligated either (a) to reinstate the maximum limits of such DSRF Security or (b) to deposit into the Senior Indenture Debt Service Reserve Fund, funds in the amount of the disbursement made under such DSRF Security, or a combination of such alternatives, as shall provide that the amount credited to the Senior Indenture Debt Service Reserve Fund equals the Senior Indenture Debt Service Reserve Requirement within a time period of eighteen (18) months.

If the DSRF Security shall cease to have a rating described in the second preceding paragraph, the Commission shall use reasonable efforts to replace such DSRF Security with one having the required rating, but shall not be obligated to pay, or commit to pay, increased fees, expenses or interest in connection with such replacement or to deposit Revenues in the Senior Indenture Debt Service Reserve Fund in lieu of replacing such DSRF Security with another.

Additional Security; Parity With Other Parity Obligations

Except as otherwise provided or permitted in the Senior Indenture, the Senior Trust Estate securing all Bonds issued under the terms of the Senior Indenture shall be shared on a parity with other Senior Indenture Parity Obligations on an equal and ratable basis. The Commission may, however, in its discretion, provide additional security or credit enhancement for specified Senior Indenture Parity Obligations with no obligation to provide such additional security or credit enhancement to other Senior Indenture Parity Obligations, except that no additional security or credit enhancement shall be provided unless there shall have been first delivered to the Senior Trustee an opinion of Bond Counsel that the exclusion from gross income of interest on any Senior Revenue Bonds for federal income tax purposes will not be adversely affected thereby. Moreover, the Commission may provide in a Supplemental Senior Indenture that bonds issued thereunder are not secured, or are secured only in part or only under certain circumstances, by the Trust Estate.

Additional Long-Term Senior Indenture Indebtedness

The Commission agrees that it will not issue any Additional Senior Revenue Bonds constituting Long-Term Senior Indenture Indebtedness unless prior to or contemporaneously with the incurrence thereof, certain provisions of the Senior Indenture are met and there is delivered to the Senior Trustee: (1) a certificate of a Commission Official certifying that the Historical Pro Forma Debt Service Coverage Ratio for the most recent Fiscal Year preceding the delivery of such certificate for which audited financial statements are available was not less than 1.75; or (2) a report of a Consultant to the effect that (i) the Net Revenues of the Commission during the preceding Fiscal Year were at least 130% of the Senior Indenture Maximum Annual Debt Service on all Applicable Long-Term Senior Indenture Indebtedness then Outstanding and on any Applicable Long-Term Senior Indenture Indebtedness proposed to be issued (which report may assume any revisions of the Tolls which have been approved by the Commission subsequent to the beginning of such Fiscal Year were in effect for the entire Fiscal Year), and (ii) the Projected Debt Service Coverage Ratio is not less than 1.30; or (3) if the Long-Term Senior Indenture Indebtedness is being incurred solely for the purposes of refunding, repurchasing or refinancing (whether in advance or otherwise) any outstanding Long-Term Senior Indenture Indebtedness, a

certificate of a Commission Official certifying the Senior Indenture Maximum Annual Debt Service on all Applicable Long-Term Senior Indenture Indebtedness prior to the issuance of the proposed Long-Term Senior Indenture Indebtedness is greater than the Senior Indenture Maximum Annual Debt Service on all Applicable Long-Term Senior Indenture Indebtedness after the issuance of such proposed Long-Term Senior Indenture Indebtedness.

Other Additional Senior Indenture Parity Obligations

In addition to additional Long-Term Senior Indenture Indebtedness described above, the Commission is also permitted to incur additional Short-Term Senior Indenture Indebtedness and Senior Indenture Parity Swap Agreements under certain conditions set forth in the Senior Indenture.

Events of Default

Each of the following is a "Senior Indenture Event of Default" under the Senior Indenture:

(a) Default in the payment of any installment of principal, redemption premium, if any, interest or other amount due on any Senior Revenue Bond when the same becomes due and payable;

(b) Default in the payment by the Commission of any other Senior Indenture Parity Obligation;

(c) Subject to the provisions relating to notice and opportunity to cure certain defaults, default in the performance or breach of any covenant, warranty or representation of the Commission contained in the Senior Indenture (other than a default under (a) and (b) above);

(d) The occurrence of any Event of Default under any Supplemental Senior Indenture; or

(e) (1) The occurrence of an Event of Senior Indenture Bankruptcy of the Commission; (2) the appointment of a receiver, liquidator, assignee, custodian, trustee, sequestrator or other similar official of the Commission or of any substantial portion of its property, which appointment shall not have been rescinded or stayed within ninety (90) days after taking effect; or (3) the ordering of the winding up or liquidation of the affairs of the Commission.

No default under paragraph (c) above under "Events of Default" shall constitute a Senior Indenture Event of Default until written notice of such default shall have been given to the Commission by the Senior Trustee or by the holders of at least 25% in aggregate principal amount of the Senior Revenue Bonds Outstanding, and the Commission shall have had thirty (30) days after receipt of such notice to correct such default or cause such default to be corrected, and shall have failed to do so. In the event, however, that the default is such that it cannot be corrected within such thirty (30) day period, it shall not constitute a Senior Indenture Event of Default if corrective action is instituted by the Commission within such period and diligently pursued (as determined by the Trustee) until the default is corrected.

Remedies Upon Default

If an Event of Default occurs and is continuing, the Senior Trustee may, and upon the written request to the Senior Trustee by the holder or holders of not less than a majority in aggregate principal amount of the Senior Revenue Bonds then Outstanding shall, subject to the requirement that the Senior Trustee be provided with indemnity satisfactory to it, by written notice to the Commission, declare the principal and interest on of the Senior Revenue Bonds to the date of acceleration to be immediately due and payable.

At any time after such a declaration of acceleration has been made and before the entry of a judgment or decree for payment of the money due, the Senior Trustee may, or the holders of not less than a majority in aggregate principal amount of the Senior Revenue Bonds then Outstanding, may by written notice to the Commission and the Senior Trustee, and subject to the provision to the Senior Trustee of satisfactory indemnity, direct the Senior Trustee to rescind and annul such declaration and its consequences if: (1) there has been paid to or deposited with the Senior Trustee by or for the account of the Commission, or provision satisfactory to the Senior Trustee has been made for the payment of a sum sufficient to pay: (i) all overdue installments of interest on the Senior Revenue Bonds; (ii) the principal of and redemption premium, if any, on any Senior Revenue Bonds which have become due other than by such declaration of acceleration and interest thereon; (iii) all amounts due on other Senior Indenture Parity Obligations; (iv) to the extent lawful, interest upon overdue installments of interest and redemption premium, if any; and (v) all sums paid or advanced by the Senior Trustee under the Senior Indenture, together with the reasonable compensation, expenses, disbursements and advances of the Senior Trustee, its agents and counsel prior to the date of notice of rescission; and (2) all Events of Default, other than those described in paragraphs (a) and (b) above under "Events of Default", if any, which have occasioned such acceleration, have been cured or waived.

No such rescission and annulment shall affect any subsequent default or impair any consequent right.

Priority of Payment Following Event of Default

Any portion of the Senior Trust Estate held or received by the Senior Trustee, by any receiver or by any Senior Revenue Bond Owner pursuant to any right given or action taken under the provisions of the Senior Indenture, after payment of the costs and expenses of the proceedings resulting in the collection of such moneys and of the fees, expenses and liabilities incurred by the Senior Trustee and the transfer to Senior Indenture Secured Owners (other than Owners of the Senior Revenue Bonds) of amounts to which they are entitled by virtue of their parity position, shall be deposited and applied as follows:

(a) If the principal of all the Senior Revenue Bonds then Outstanding and the interest accrued thereon has been declared to be due and payable immediately pursuant to the acceleration provisions described above (or, but for any legal prohibition on such declaration of acceleration, such principal and interest would have been declared to be due and payable immediately pursuant to such Section or the provisions of any applicable Senior Indenture Reimbursement Agreement) and such declaration has not been rescinded and annulled, there shall be deposited into the Senior Indenture Debt Service Fund moneys sufficient to pay the amounts

described in clauses (i), (ii) and (iii) below, and all such moneys shall be applied, as promptly as practicable (but subject to the provisions of the last paragraph of this Section), proportionately to: (i) the payment to the persons entitled thereto of all payments of interest then due on the Senior Revenue Bonds with interest on overdue installments, if lawful, at their respective rates from the respective dates upon which they became due, in the order of maturity of the installments of such interest and, if the amount available shall not be sufficient to pay in full any particular installment of interest, then to the payment ratably, according to the amounts due on such installment; (ii) the payment to the persons entitled thereto of the unpaid principal of any of the Senior Revenue Bonds which shall have become due (or which but for any legal prohibition on such declaration of acceleration would have become due) with interest on such Bonds at their respective rates from the respective dates upon which they became due and, if the amount available shall not be sufficient to pay in full the Senior Revenue Bonds due on any particular date, together with such interest, then to the payment ratably, according to the amount of principal and interest due on such date, in each case to the persons entitled thereto, without any discrimination or privilege; and (iii) the payment of any other amounts then owing under the Senior Indenture; and, after said deposit into the Senior Indenture Debt Service Fund, there shall be paid the Subordinated Senior Indenture Indebtedness issued or incurred by the Commission pursuant to the Senior Indenture.

(b) If the principal of and interest on all Senior Revenue Bonds then Outstanding and has not been declared to be due and payable immediately pursuant to the acceleration provisions described above (or deemed to be due and payable as contemplated in paragraph (a) above) or if such a declaration has been rescinded and annulled, then there shall be deposited into the Senior Indenture Debt Service Fund moneys sufficient to pay the amounts described in clauses (i), (ii) and (iii) below, and all such moneys shall be applied, as promptly as practicable (but subject to the provisions of the last paragraph of this Section), (i) first, to the payment to the persons entitled thereto of all installments of interest then due on the Senior Revenue Bonds, with interest on overdue installments, if lawful, at their respective rates from the respective dates upon which they became due, in the order of maturity and, if the amount available shall not be sufficient to pay in full any particular installment of interest, then to the payment ratably, according to the amounts due on such installment; (ii) second, to the payment to the persons entitled thereto of the unpaid principal of any of the Senior Revenue Bonds which shall have become due with interest on such Bonds at their respective rates from the respective dates upon which they became due and, if the amount available shall not be sufficient to pay in full the Senior Revenue Bonds due on any particular date, together with such interest, then to the payment ratably, according to the amount of principal and interest due on such date, in each case to the persons entitled thereto, without any discrimination or privilege; and (iii) third, to the payment of any other amounts then owing under the Senior Indenture, and, after said deposit into the Senior Indenture Debt Service Fund, there shall be paid the Subordinated Indebtedness issued or incurred by the Commission pursuant to the Senior Indenture.

Whenever moneys are to be applied pursuant to the above provisions, such moneys shall be applied at such times, and from time to time, as the Senior Trustee shall determine, having due regard to the amount of such moneys available for application and the likelihood of additional moneys becoming available for such application in the future. Whenever the Senior Trustee shall apply such funds, it shall fix the date (which shall be an Interest Payment Date unless it shall deem another date more suitable) upon which such application is to be made and upon such date interest on the amounts of principal and interest to be paid on such date shall cease to accrue. The Senior

Trustee shall give notice of the deposit with it of any such moneys and of the fixing of any such date by mail to all Owners of Senior Revenue Bonds with respect to which the Event of Default occurred and shall not be required to make payment to any Senior Revenue Bond Owner until such Bonds shall be presented to the Senior Trustee for appropriate endorsement or for cancellation if fully paid.

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APPENDIX E

FORM OF OPINIONS OF CO-BOND COUNSEL

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October 1, 2026

Pennsylvania Turnpike Commission
Middletown, Pennsylvania

Re: $169,335,000 Pennsylvania Turnpike Commission Turnpike Subordinate Revenue Refunding Bonds Third Series of 2026 and $87,075,000 Pennsylvania Turnpike Commission Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Refunding Bonds Second Series of 2026

Ladies and Gentlemen:

We have acted as Co-Bond Counsel to the Pennsylvania Turnpike Commission (the "**Commission**") in connection with the issuance by the Commission, on this date, of its (i) $169,335,000 Turnpike Subordinate Revenue Refunding Bonds Third Series of 2026 (the "**2026 Subordinate Revenue Refunding Bonds**") and (ii) $87,075,000 Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Refunding Bonds Second Series of 2026 (the "**2026 Special Revenue Refunding Bonds**" and, together with the 2026 Subordinate Revenue Refunding Bonds, the "**2026 Bonds**"). The 2026 Bonds are issued under and pursuant to (i) the Act of the General Assembly of Pennsylvania approved July 18, 2007, P.L. 169, No. 44 ("**Act 44**"), and various Acts of the General Assembly approved on several dates, including the Act of May 21, 1937, P.L. 774, Act 211; the Act of May 24, 1945, P.L. 972; the Act of February 26, 1947, P.L. 17; the Act of May 23, 1951, P.L. 335; the Act of August 14, 1951, P.L. 1232; and the Act of September 30, 1985, P. L. 240, No. 61, to the extent not repealed by Act 44, the Act of August 5, 1991, P.L. 238, No. 26 and the Act of November 25, 2013, P.L. 974, No. 89 ("**Act 89**") (collectively, the "**Enabling Acts**"), (ii) the Resolution adopted by the Commission on September 2, 2025 (the "**Resolution**"), and (iii) the Subordinate Trust Indenture dated as of April 1, 2008, between the Commission and Computershare Trust Company, N.A., as successor trustee (the "**Trustee**"), as previously amended and supplemented (as so amended and supplemented, the "**Existing Subordinate Indenture**"), and as further supplemented by Supplemental Trust Indenture No. 43 dated as of October 1, 2026 (the "**Supplemental Indenture**" and, together with the Existing Subordinate Indenture, the "**Indenture**"). Capitalized terms used and not otherwise defined herein shall have the meanings ascribed to them in the Indenture.

The Commission has covenanted in the Indenture that it will make or permit no investment or other use of the proceeds of the 2026 Bonds that would cause the 2026 Bonds to be "arbitrage bonds" under Section 148 of the Internal Revenue Code of 1986, as amended (the "**Code**"), and the rules promulgated thereunder, and that it will comply with the requirements of said Section throughout the term of the 2026 Bonds. The Commission has further covenanted that it will comply with the requirements of the Code that must be met after the issuance of the 2026 Bonds in order that interest

on the 2026 Bonds be excluded from gross income for federal income tax purposes. An officer of the Commission has executed a Tax Compliance Certificate dated and executed as of the date hereof (the "**Tax Certificate**") stating the reasonable expectations of the Commission on the date of issue of the 2026 Bonds as to future events that are material for purposes of compliance with the Code. The Commission is filing with the Internal Revenue Service a report of the issuance of the 2026 Bonds as required by Section 149(e) of the Code as a condition of the exclusion from gross income of the interest on the 2026 Bonds for federal income tax purposes. We have not undertaken to monitor compliance with respect to the aforesaid covenants or to advise any party as to changes in the law that may affect the exclusion of interest on the 2026 Bonds from gross income for federal income tax purposes.

We have examined such proceedings, documents, statutes and decisions, as we consider necessary as the basis for this opinion, including, *inter alia*, the following: (i) the Enabling Acts, (ii) a certified copy of the Resolution, (iii) an executed counterpart of the Supplemental Indenture, (iv) a copy, certified or otherwise identified to our satisfaction, of the Existing Subordinate Indenture, (v) various certificates executed by the Commission, the Pennsylvania Department of Transportation and/or the Trustee, (vi) an executed counterpart of the Tax Certificate, (vii) the opinion of Doreen A. McCall, Esquire, Chief Counsel to the Commission, on which we have relied, (viii) the Form 8038-G of the Commission with respect to the 2026 Bonds, and (ix) such constitutional and statutory provision and such other resolutions, certificates, instruments and documents as we have deemed necessary or appropriate in order to enable us to render an informed opinion as to the matters set forth herein. We also have examined an executed and authenticated 2026 Subordinate Revenue Refunding Bond and a 2026 Special Revenue Refunding Bond. We assume that all other 2026 Bonds of each such series have been similarly executed and authenticated.

In rendering the opinions set forth below, we have assumed the genuineness of all signatures, the authenticity of all documents submitted to us as originals and the conformity to the original documents of all documents submitted to us as copies, and the authenticity of the certificates of public officials. As to any fact material to such opinion, we have assumed the validity of and have not undertaken any investigation to verify the factual matters set forth in such agreements, certificates, and other documents; and we have relied upon the aforesaid instruments certificate and documents and the covenants, representations and warranties made therein. We also have assumed that the documents referred to herein have been duly authorized by all parties thereto other than the Commission and are, where appropriate, legally binding obligations of and enforceable in accordance with their terms against all parties, except the Commission, and that the actions required to be taken and consent required to be obtained by such parties, have been taken or obtained. We do not render any opinion with respect to the adequacy of security for the 2026 Bonds or the sources of payment in respect of the 2026 Bonds.

Based on the foregoing, it is our opinion, subject to the qualifications and limitation set forth herein, that:

1. The Commission is a validly existing instrumentality of the Commonwealth of Pennsylvania (the "**Commonwealth**") and has the power to enter into the transactions contemplated by the Supplemental Indenture and to carry out its obligations thereunder.

2. The Supplemental Indenture has been duly authorized, executed and delivered by the Commission and constitutes the valid and binding obligation of the Commission, enforceable against the Commission in accordance with its terms.

3. The 2026 Bonds have been duly and validly authorized and issued by the Commission and constitute the valid and binding limited obligations of the Commission, enforceable against the Commission in accordance with their terms, payable from the sources provided therefor in the Indenture.

4. Interest on the 2026 Bonds is excludable from gross income for purposes of federal income tax under existing laws as enacted and construed on the date of issuance of the 2026 Bonds, assuming the accuracy of the certifications of the Commission and continuing compliance by the Commission with the requirements of the Code. Interest on the 2026 Bonds is not an item of tax preference for purposes of federal alternative minimum tax imposed on individuals; however, such interest is taken into account in determining the adjusted financial statement income of applicable corporations, for purposes of computing the alternative minimum tax imposed on such corporations, as provided in the Code. We express no opinion regarding other federal tax consequences relating to ownership or disposition of, or the accrual or receipt of interest on, the 2026 Bonds.

5. Under the laws of the Commonwealth, as enacted and construed on the date of the issuance of the 2026 Bonds, interest on the 2026 Bonds is exempt from Pennsylvania personal income tax and Pennsylvania corporate net income tax. We express no opinion regarding other state or local tax consequences with respect to the 2026 Bonds, including whether or not interest on the 2026 Bonds is taxable under the laws of any jurisdiction other than the Commonwealth.

In rendering the opinion set forth in paragraph 4, we have assumed compliance by the Commission with the covenants contained in the Indenture that are intended to comply with the requirements in the Code relating to actions to be taken by the Commission in respect of the 2026 Bonds after the issuance thereof to the extent necessary to effect or maintain the federal exclusion from gross income of the interest on the 2026 Bonds. Failure to comply with such covenants could cause the interest on the 2026 Bonds to be included in gross income retroactively to the date of issuance of the 2026 Bonds.

The opinions set forth above as to the enforceability of the 2026 Bonds and the Supplemental Indenture are subject to applicable bankruptcy, reorganization, moratorium, insolvency or other laws affecting creditors' rights or remedies generally (including, without limitation, laws relating to fraudulent conveyances or transfers) and are subject to general principles of equity and the exercise of judicial discretion in appropriate cases (regardless of whether such enforceability is considered in a proceeding in equity or at law).

The opinions set forth above are rendered on the basis of, and limited to, federal law and the laws of the Commonwealth as enacted and construed on the date hereof. We express no opinion herein as to any matter not set forth in the numbered paragraphs above. We assume no responsibility for, and express no opinion herein with respect to, the accuracy, adequacy or completeness of any preliminary or final official statement, placement memorandum or other disclosure document pertaining to the offering of the 2026 Bonds, and we make no representation that we have independently verified any such information. We express no opinion as to the availability of specific performance or other equitable relief.

We call to your attention that the 2026 Bonds are not in any way a debt or liability of the Commonwealth or any instrumentality, agency or political subdivision thereof other than the Commission, nor do the 2026 Bonds or the Indenture pledge the general credit or taxing power of the

Commonwealth or any instrumentality, agency or political subdivision thereof. The Commission has no taxing power.

The opinions set forth above are given solely for your benefit and may not be relied on by any other person or entity without our express prior written consent. The opinions set forth above are given solely as of the date hereof, and we do not undertake to update or supplement this opinion to reflect any facts or circumstances that may hereafter come to our attention or any changes in law that may hereafter occur including, but not limited to, those that may affect the tax status of interest on the 2026 Bonds.

Very truly yours,

APPENDIX F

DEBT SERVICE REQUIREMENTS OF THE TURNPIKE SENIOR, SUBORDINATE AND SPECIAL REVENUE BONDS

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APPENDIX F - DEBT SERVICE REQUIREMENTS OF THE TURNPIKE SENIOR, SUBORDINATE AND SUBORDINATE SPECIAL REVENUE BONDS

Fiscal Year	Existing Debt Service from Turnpike Senior Revenue Bonds[1,2,3,4,5,6,7,8]	Existing Debt Service from Subordinate Revenue Bonds[1,4,5,9,10]	Turnpike Subordinate Revenue Refunding Bonds, Third Series of 2026			Total Debt Service from Subordinate Revenue Bonds[1,4,5,9,10,11]	Existing Debt Service from Subordinate Special Revenue Bonds[4,5,10,12]	Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Refunding Bonds, Second Series of 2026			Total Debt Service from Subordinate Special Revenue Bonds[4,5,10,12]	Aggregate Debt Service[1,2,3,4,5,6,7,8,9,10,11,12]
			Principal[4,11]	Interest[4,11]	Total[4,11]			Principal[4]	Interest[4]	Total[4]		
2027 [13]	$ 323,077,947	$ 165,930,819	$ -	$ -	$ -	$ 165,930,819	$ 45,236,269	$ -	$ -	$ -	$ 45,236,269	$ 534,245,034
2028	545,410,327	381,319,806	24,405,000	9,877,875	34,282,875	415,602,681	62,551,272	9,235,000	5,079,375	14,314,375	76,865,647	1,037,878,655
2029	549,411,287	416,519,732	4,440,000	7,246,500	11,686,500	428,206,232	72,623,026	2,295,000	3,892,000	6,187,000	78,810,026	1,056,427,544
2030	571,522,276	417,146,664	5,255,000	7,024,500	12,279,500	429,426,164	69,355,495	3,725,000	3,777,250	7,502,250	76,857,745	1,077,806,185
2031	564,578,671	394,952,117	30,660,000	6,761,750	37,421,750	432,373,867	54,448,186	20,745,000	3,591,000	24,336,000	78,784,186	1,075,736,724
2032	566,946,383	415,568,188	11,900,000	5,228,750	17,128,750	432,696,938	75,781,180	1,715,000	2,553,750	4,268,750	80,049,930	1,079,693,251
2033	568,151,955	424,249,252	5,385,000	4,633,750	10,018,750	434,268,002	72,182,817	6,710,000	2,468,000	9,178,000	81,360,817	1,083,780,774
2034	563,900,132	436,224,169	-	4,364,500	4,364,500	440,588,669	73,038,902	8,105,000	2,132,500	10,237,500	83,276,402	1,087,765,203
2035	569,822,854	443,390,504	-	4,364,500	4,364,500	447,755,004	79,794,608	3,420,000	1,727,250	5,147,250	84,941,858	1,102,519,716
2036	569,786,542	441,283,335	5,495,000	4,364,500	9,859,500	451,142,835	76,953,008	11,820,000	1,556,250	13,376,250	90,329,258	1,111,258,635
2037	569,725,287	436,505,147	16,295,000	4,089,750	20,384,750	456,889,897	86,729,374	5,750,000	965,250	6,715,250	93,444,624	1,120,059,808
2038	569,671,682	462,763,895	-	3,275,000	3,275,000	466,038,895	82,649,484	12,525,000	677,750	13,202,750	95,852,234	1,131,562,810
2039	570,272,491	462,954,882	-	3,275,000	3,275,000	466,229,882	79,874,765	1,030,000	51,500	1,081,500	80,956,265	1,117,458,638
2040	533,904,954	392,194,160	-	3,275,000	3,275,000	395,469,160	56,880,094	-	-	-	56,880,094	986,254,208
2041	535,064,542	456,733,039	-	3,275,000	3,275,000	460,008,039	59,676,303	-	-	-	59,676,303	1,054,748,884
2042	529,563,006	448,318,125	-	3,275,000	3,275,000	451,593,125	51,891,535	-	-	-	51,891,535	1,033,047,667
2043	535,959,094	324,120,836	4,080,000	3,275,000	7,355,000	331,475,836	38,842,231	-	-	-	38,842,231	906,277,161
2044	533,236,771	301,923,035	4,630,000	3,071,000	7,701,000	309,624,035	24,654,434	-	-	-	24,654,434	867,515,239
2045	510,223,812	233,123,465	25,955,000	2,839,500	28,794,500	261,917,965	5,176,815	-	-	-	5,176,815	777,318,591
2046	438,077,410	218,933,778	28,145,000	1,541,750	29,686,750	248,620,528	-	-	-	-	-	686,697,939
2047	413,518,282	196,194,081	2,690,000	134,500	2,824,500	199,018,581	-	-	-	-	-	612,536,863
2048	360,065,694	163,053,669	-	-	-	163,053,669	-	-	-	-	-	523,119,362
2049	337,190,124	159,947,600	-	-	-	159,947,600	-	-	-	-	-	497,137,724
2050	315,784,553	96,251,200	-	-	-	96,251,200	-	-	-	-	-	412,035,753
2051	226,458,687	86,631,600	-	-	-	86,631,600	-	-	-	-	-	313,090,287
2052	226,640,025	24,048,400	-	-	-	24,048,400	-	-	-	-	-	250,688,425
2053	182,463,163	-	-	-	-	-	-	-	-	-	-	182,463,163
2054	159,841,300	-	-	-	-	-	-	-	-	-	-	159,841,300
2055	116,038,063	-	-	-	-	-	-	-	-	-	-	116,038,063
2056	64,508,525	-	-	-	-	-	-	-	-	-	-	64,508,525
2057	18,816,000	-	-	-	-	-	-	-	-	-	-	18,816,000
TOTAL	**$ 13,139,631,835**	**$ 8,400,281,498**	**$ 169,335,000**	**$ 85,193,125**	**$ 254,528,125**	**$ 8,654,809,623**	**$ 1,168,339,798**	**$ 87,075,000**	**$ 28,471,875**	**$ 115,546,875**	**$ 1,283,886,673**	**$ 23,078,328,130**

(1) Swapped variable rate debt is assumed to pay at the associated fixed swap rate plus an additional fixed spread. Swap assignments are subject to adjustment by the Commission. As only a portion of principal on the Series B of 2023 Bonds and Series of 2020 Bonds is swapped, the interest rate is calculated as a weighted average between a) an assumed rate of 4.0% plus a fixed spread for the unswapped portion and b) the swap rate plus a fixed spread for the swapped portion, based on the outstanding principal amounts of unhedged and hedged bonds.

(2) Interest reflects anticipated receipt of federal subsidy with respect to Build America Bonds, subject to applying the 5.7% sequestration reduction through maturity. For information regarding the effects of sequestration on the federal subsidy payable with respect to the Commission's outstanding Build America Bonds, see "INVESTMENT CONSIDERATIONS - Reductions in federal subsidy payable to the Commission for its outstanding Build America Bonds due to sequestration" in this Official Statement.

(3) Reflects planned amortization of Second Series of 2019 Bonds and Series of 2020 Bonds and mandatory sinking fund redemptions of Series A of 2020 Bonds and Series B of 2023 Bonds. Planned amortizations may be changed at the discretion of the Commission. See APPENDIX A - "THE PENNSYLVANIA TURNPIKE COMMISSION - COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS."

(4) Total may not add due to rounding.

(5) All fixed rate debt is shown at the actual interest rate.

(6) Does not reflect the Line of Credit which has not been drawn. See APPENDIX A - "THE PENNSYLVANIA TURNPIKE COMMISSION - COMMISSION INDEBTEDNESS AND OTHER OBLIGATIONS."

(7) Assumes the Turnpike Revenue Refunding Bonds, Third Series of 2025, Sub-series 2 bears interest at 5.0% to final maturity.

(8) Assumes planned amortization of the Turnpike Revenue Refunding Bonds, First Series of 2026 First Series Balloon Bond. The Commission expects to refinance such bond on or prior to its stated maturity date. Planned amortization may be changed at the discretion of the Commission. Assumes the Turnpike Revenue Refunding Bonds, First Series of 2026 First Series Balloon Bond bears interest at 5.0% through planned amortization.

(9) Excludes debt service payments of the Subordinate Revenue Refunded Bonds to be refunded by the 2026 Subordinate Revenue Refunding Bonds. See "REFUNDING PLAN" in this Official Statement.

(10) Amounts are inclusive of compounded interest on the convertible capital appreciation bonds and capital appreciation bonds.

(11) Assumes planned amortization of the 2026 Balloon Bond. The Commission expects to refinance such bond on or prior to its stated maturity date. Planned amortization may be changed at the discretion of the Commission. Assumes the 2026 Balloon Bond bears interest at 5.0% through planned amortization.

(12) Excludes debt service payments of the Special Revenue Refunded Bonds to be refunded by the 2026 Special Revenue Refunding Bonds. See "REFUNDING PLAN" in this Official Statement.

(13) Fiscal year 2027 debt service amounts exclude prior debt service already paid.

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APPENDIX G

TRAFFIC STUDY

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Pennsylvania Turnpike 2023 Traffic and Revenue Forecast Study





PENNA TURN-PIKE

Pennsylvania Turnpike Commission

May 2023

CDM Smith

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Chapter 1
Introduction

This report summarizes the analyses conducted by CDM Smith in developing a new detailed investment grade traffic and toll revenue estimates for the various toll facilities operated by the Pennsylvania Turnpike Commission (PTC). CDM Smith forecasts have been used by PTC for more than 25 years in support of the issuance of bond financing and for internal financial planning, with regular periodic updates to have up-to-date traffic and revenue forecasts based on the most current information available.

CDM Smith last developed a detailed investment grade traffic and toll revenue study in April 2018. Since that time additional "bring down" letters have also been developed to update forecasts developed in the 2018 Study. Bring down letters were developed in April 2019, May 2020, December 2020, May 2021, and July 2022. The purpose of a bring down letter is to update actual traffic and revenue experience since the last study and to adjust short-term (2- to 5-year) forecasts based on recent trends. Because CDM Smith does not conduct detailed economic analyses as part of a bring down letter, the longer-term forecasts set forth in the bring down letters were not adjusted from those originally developed as part of the 2018 investment grade study. Based on the advice of CDM Smith, the full investment grade study was delayed to 2023 to capture long-term implications from the COVID-19 pandemic and socio-economic changes that may occur and impact traffic trends in the long term.

This current study includes a comprehensive evaluation of the most currently available long-term socioeconomic forecasts and is therefore meant to be an update of the April 2018 investment grade study. This forecast is benchmarked to current traffic and revenue of the various PTC toll facilities, including average toll rates, payment types, and collection rates and includes updated long-term traffic and revenue forecasts through FY 2052-53 (the "forecast period"). PTC's most recent assumptions regarding future toll rate increases, discount levels for the Commercial Volume Discount Program, and future committed capital improvements have been incorporated into this study. CDM Smith also developed and incorporated estimates of future year E-ZPass penetration for passenger cars (PCs) and commercial vehicles (CVs) on PTC's toll facilities. In addition, CDM Smith has included estimated short-term traffic and revenue impacts that would be consistent with the possibility of a mild recession beginning later this year, consistent with the Federal Reserve's forecast assumption.

1.1 Report Structure

This report is comprised of four chapters, as follows:

Chapter 1: Introduction

Chapter 2: Turnpike Characteristics

Chapter 3: Socioeconomic Trends and Forecasts

Chapter 4: Transaction and Toll Revenue Forecasts

The following is a brief description of each chapter following this introduction.

Chapter 2 (Turnpike Characteristics) provides a review of monthly and annual transaction and toll revenue trends. Data are provided for passenger cars and commercial vehicles separately. Information is provided for the entire Turnpike System as well as for each of the individual toll facilities (Ticket System, Turnpike 43, etc.) that make up the Turnpike System. E-ZPass market share trends, historical toll rate adjustments, and changes to the Commercial Volume Discount Program are also summarized in Chapter 2.

Chapter 3 (Socioeconomic Trends and Forecasts) summarizes trends and forecasts in key socioeconomic variables, including population, employment, retail sales, and gross regional product. This data is broken down (at a county level) to reflect the actual market share for the various interchanges on the Turnpike System. Pennsylvania statewide data, as well as data for surrounding states and the United States, are also provided for each of these variables. Trends and forecasts in motor fuel prices are also covered in this chapter. The methodology used to estimate future traffic growth is described in detail. The ultimate product of Chapter 3 is a table showing the assumed normal growth rates used to develop traffic and toll revenue estimates for passenger cars and commercial vehicles for each Turnpike toll facility.

Chapter 4 (Transaction and Toll Revenue Forecasts) begins with a review of the assumed roadway improvement program for the Pennsylvania Turnpike. Planned toll rate adjustments throughout the 30-year forecast period are identified. Because of the toll differential that exists between Toll By Plate (TBP) and E-ZPass transactions, assumptions regarding future E-ZPass market share are important. All assumptions regarding E-ZPass market share throughout the forecast period are discussed in this chapter. Finally, estimates of traffic and gross toll revenue are provided through FY 2052-53. Forecasts are provided for passenger cars and commercial vehicles for both the Ticket System and the total Barrier System, as well as for the total Turnpike System. Lastly, adjustments are made to the toll revenue forecasts to account for TBP bad debt expenses. TBP “bad debt expense” is the term PTC uses to describe the portion of TBP invoices that are not paid. Bad debt expense can occur for a number of reasons, such as customer behaviors (including both confusion and theft) or system/data issues.

Chapter 2
Turnpike Characteristics

This chapter presents historical transaction and gross toll revenue trends on Turnpike facilities. **Section 2.1** describes Turnpike facilities, **Section 2.2** discusses historical toll rates and the Commercial Volume Discount Program, **Section 2.3** summarizes annual transaction trends, **Section 2.4** examines monthly transactions and gross toll revenue trends, **Section 2.5** compares measures of commercial activity against transaction trends, **Section 2.6** summarizes annual transaction and gross toll revenue trends, and **Section 2.7** discusses E-ZPass market share.

2.1 The Pennsylvania Turnpike Facilities

Figure 2-1 provides an overview of the Turnpike System, identifying each of its six toll facilities:

- Mainline I-76/I-276/I-95 from Ohio to New Jersey (359 miles) – This includes the barrier plazas at Gateway and Delaware River Bridge. I-80, which is toll-free and follows a similar east-west route across the state is a major competing route to the Mainline.
- Northeast Extension I-476 (110 miles) – This includes the Clarks Summit and Keyser Avenue barrier plazas.
- Turnpike 43 – Mon/Fayette Expressway (48 miles)
- Turnpike 66 – Amos K. Hutchinson Bypass (13 miles)
- Turnpike I-376 – Beaver Valley Expressway (16 miles)
- Turnpike I-576 – Southern Beltway (19 miles)

There are two toll collection systems on the Turnpike System: a Ticket System and a Barrier System. On the Ticket System, the motorist's toll rate varies depending on vehicle class, trip length, and payment type. At Barrier plazas, a defined toll amount is charged for each vehicle class and payment type passing through that point.

The Ticket System is comprised of the majority of Mainline I-76/I-276/I-95 (from Interchange 30 [Warrendale] in western Pennsylvania to Interchange 353 [Neshaminy Falls] near the New Jersey border) and the majority of the Northeast Extension (from Interchange 20 [Mid-County] to Interchange 131 [Wyoming Valley]). The Barrier System is comprised of Turnpike I-376 (Beaver Valley Expressway), Turnpike 66 (Amos K. Hutchinson Bypass), Turnpike 43 (Mon/Fayette Expressway), and Turnpike I-576 (Southern Beltway). There are also two barrier plazas on the Mainline I-76/I-276/I-95: Gateway (plaza 2) and the Delaware River Bridge (DRB) (plaza 359). Both Gateway and DRB have been converted from Ticket System plazas to Barrier System plazas, with conversions occurring in June 2003 for Gateway and January 2016 for DRB.

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Note: I-80 is not part of the Pennsylvania Turnpike System and is shown for comparative purposes only.

Figure 2-1
Pennsylvania Turnpike Commission Toll Road Facilities

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The Ticket System is by far the largest component of the Turnpike System. As seen in **Figure 2-2**, the Ticket System accounted for 83.8% of the Turnpike System's total gross toll revenue, and 71.3% of the total transactions in calendar year 2022. Fixed barrier locations accounted for only 16.2% of gross toll revenue and 28.7% of transactions.

2.2 Toll Rates and Commercial Volume Discount Program

2.2.1 Payment Options

The PTC began converting its facilities to all-electronic tolling starting with the Delaware River Bridge in 2016. The last two systems to convert to AET were the Ticket System, which converted in March 2020, and the Mon/Fayette Expressway, which converted in June 2020. All PTC facilities accept payment by electronic toll collection (ETC) via an E-ZPass transponder or Toll By Plate (TBP) video tolling, where an invoice is sent to registered owners of vehicles that pass through a tolling point without an E-ZPass transponder.

2.2.2 Historical Toll Rate Increases and E-ZPass vs. Cash/TBP Toll Differential

Since 2009, PTC has implemented annual toll rate increases on or close to January 1. Prior to 2009, toll rates were increased at irregular intervals. **Table 2-1** shows the toll rate changes since 1987. The rate increases were generally systemwide, with a few exceptions as noted.

Table 2-1 Historical Toll Rate Increases

Date	Percent Increase		Comment
	Cash/TBP (1)	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 (2)
6/3/2018	6.0	6.0	Findlay Connector only (2)
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 TBP 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 TBP 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) Beginning in 2016, all cash toll rate increases also reflect TBP toll rate increases.

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

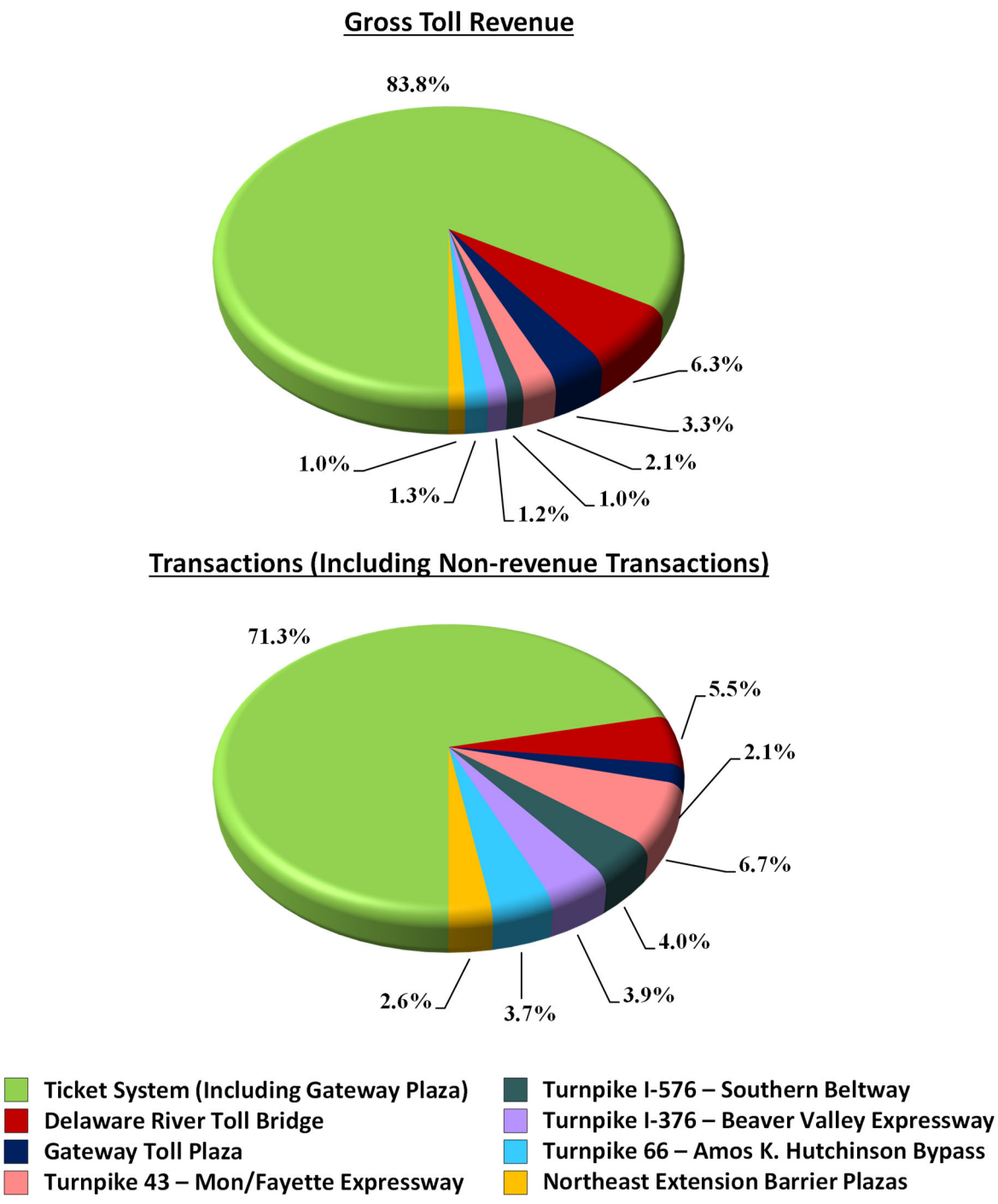


Figure 2-2
Percent of Calendar Year 2022 Transactions and Gross Toll Revenue by Facility

E-ZPass was phased in beginning in 2001. Initially, E-ZPass tolls and cash tolls were identical, but in 2011, cash tolls were increased by 10.0% over 2010 while E-ZPass tolls were increased by 3.0%, creating a toll differential between the two methods of payment. In 2011, cash tolls were about 7% greater than E-ZPass tolls. The toll differential was increased through 2014, when the cash toll was about 40% more than the E-ZPass toll. As AET was introduced to the PTC system, an additional 45% surcharge was imposed to offset leakage associated with TBP transactions while remaining revenue neutral and incentivizing E-ZPass participation. The resulting toll imposed on TBP transactions is now about double the E-ZPass rate. The Ticket System and Mon/Fayette Expressway were the last systems where this 45% surcharge was implemented, which occurred on January 3, 2021.

PTC plans to continue annual toll rate increases through the forecast period, and the toll rate increases are expected to be the same for E-ZPass and TBP. The planned annual rate increases are shown in **Table 4-2**.

2.2.3 Per-Mile Toll Rates

In 2023, a passenger car using E-ZPass pays $0.15 per-mile to travel the length of the Mainline, from the Gateway Toll Plaza to the Delaware River Bridge compared to $0.29 per mile for the same trip using TBP. **Figure 2-3** compares 2023 passenger-car per-mile toll rates for a through trip on 47 sample U.S. toll facilities. The per-mile rates are provided for ETC and TBP/video/cash payments. If the facility is AET, the license plate or TBP/video per-mile toll is represented in the TBP/video/cash column. The data is sorted from low to high by the ETC per-mile toll rates. When sorted this way, the Turnpike Mainline is situated 24th, exactly in the middle, of these 47 facilities in terms of per-mile costs for passenger cars using ETC. However, due to the nearly 100% per-mile toll differential between ETC and TBP transactions, the Turnpike Mainline is the 15th most expensive of these facilities for passenger cars paying via TBP/video or cash. This 100% per-mile toll differential is similar to that of other legacy toll road facilities that have converted to AET in recent years, including facilities operated by the Illinois Tollway and Maryland Transportation Authority (MDTA). Compared to the two connecting turnpike systems, the passenger car per-mile E-ZPass rate is very similar to the $0.16 rate of the New Jersey Turnpike at the eastern end of the state but about two and half times the $0.06 rate of the Ohio Turnpike at the western end of the state.

Figure 2-4 presents a similar comparison of five-axle commercial vehicle per-mile toll rates for through trips on the same 47 sample U.S. toll facilities. A trip on the Mainline from the Gateway Toll Plaza to the Delaware River Bridge costs $1.08 per mile for TBP customers as compared to $0.55 per mile for E-ZPass customers in 2023. Per-mile rates for five-axle commercial vehicles are relatively more expensive on the Turnpike Mainline compared to this sample of facilities, with ETC trips ranking as the 19th most expensive and TBP/video/cash rates ranking as the 16th most expensive. As with passenger car rates, the per-mile E-ZPass rate for commercial vehicles is very similar to the $0.54 per-mile E-ZPass rate for the New Jersey Turnpike, but almost three times the $0.19 per-mile of the Ohio Turnpike.

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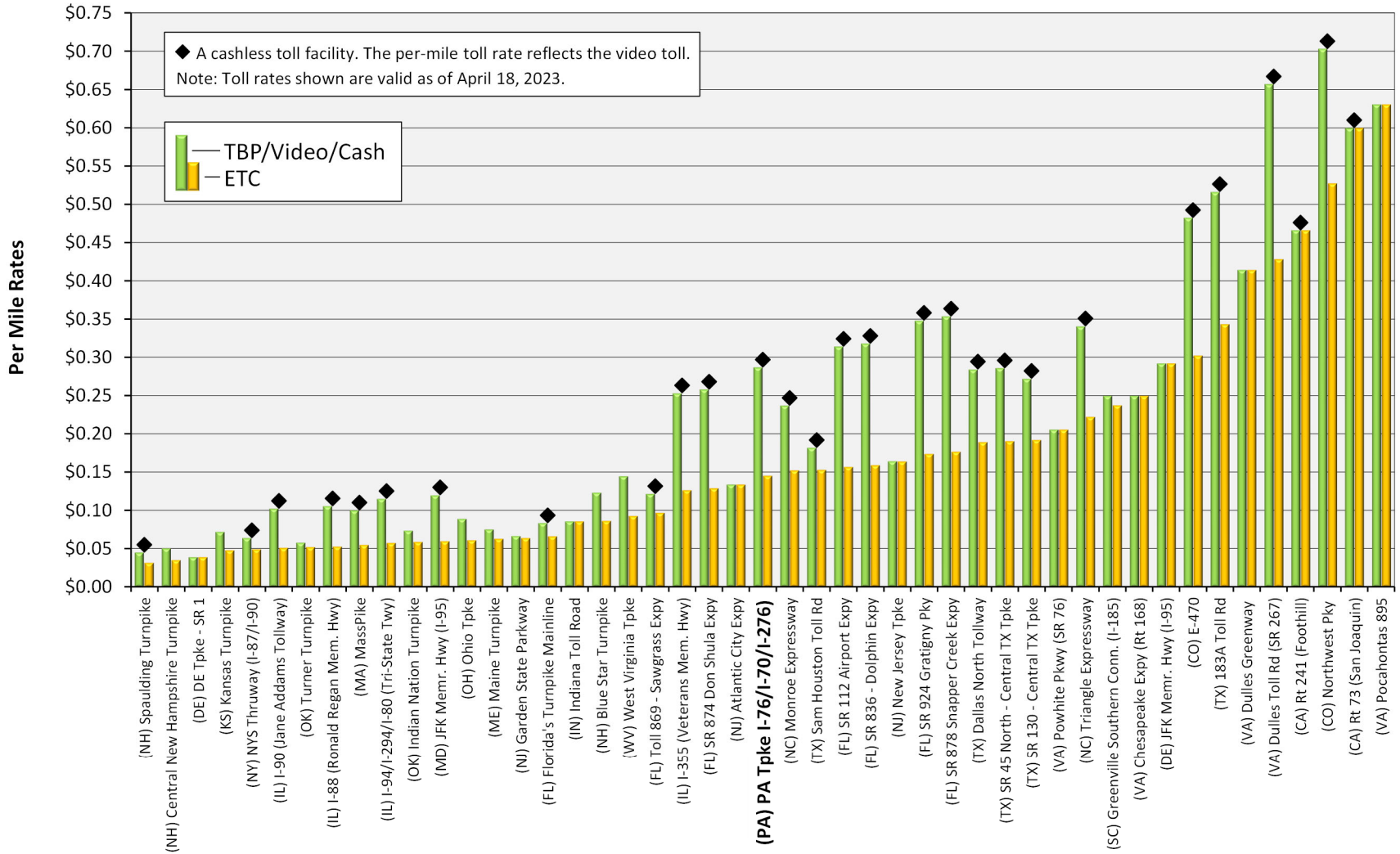


Figure 2-3
Comparison of 2023 Passenger Car Per-Mile Through Trip Toll Rates (Data Sorted by ETC Toll Rates)

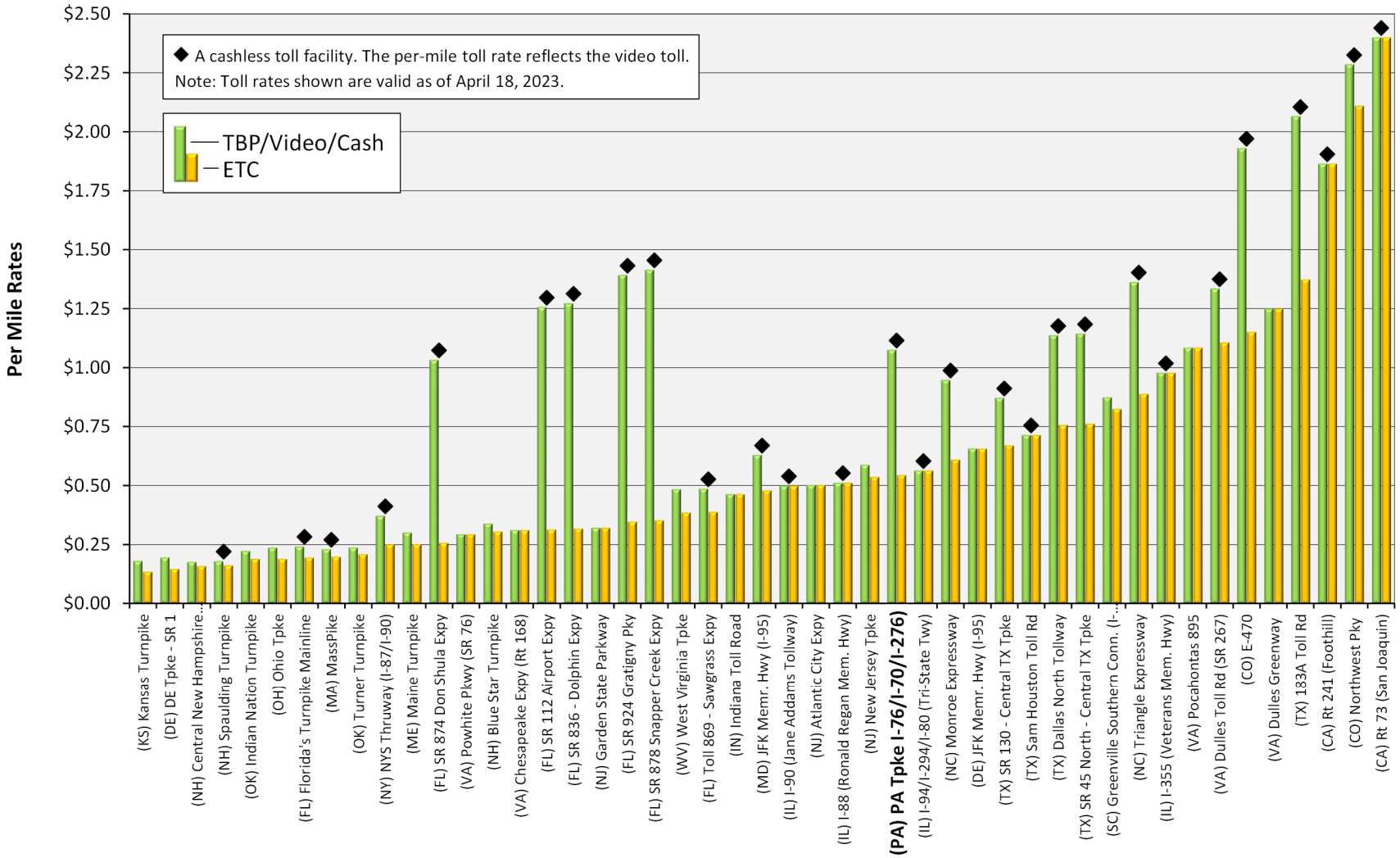


Figure 2-4
Comparison of 2023 Five-Axle Vehicle Per-Mile Through Trip Toll Rates (Data Sorted by ETC Toll Rates)

2.2.4 Commercial Volume Discount Program

The PTC operates a Commercial Volume Discount Program. Prior to the implementation of system-wide toll rates favorable to E-ZPass customers, a post-paid, commercial volume-discount program was established for high-volume, commercial E-ZPass accounts. Post-paid commercial E-ZPass customers could receive the varying levels of discounts based on the amount of their monthly tolls. With the implementation of E-ZPass and the large toll savings offered to E-ZPass customers, the Commercial Volume Discount Program was modified over the years. Currently,

commercial accounts that accrue greater than $20,000 per month on tolls receive a 3.0% discount.

2.3 Annual Daily Transaction Trends by Plaza

This section presents long-term annual transaction trends on the Ticket and Barrier Systems by toll plaza. Data is provided from 2007 through 2022 for Ticket and Barrier System toll plazas.

2.3.1 Ticket System Transaction Trends

Average annual daily transactions at the Ticket System's exiting toll plazas are shown in **Table 2-2**, **Table 2-3**, and **Table 2-4** for passenger cars, commercial vehicles, and total vehicles, respectively. The transactions include both revenue and non-revenue vehicles. Transactions at the Gateway and Delaware River Bridge (DRB) barrier plazas are not included in this table.

Some important changes occurred on the Ticket System that are reflected in the tables. In January 2016, the eastern terminus of the Ticket System was changed from the DRB (plaza 359) to a new plaza at Neshaminy Falls (plaza 353), where tolls are collected in the eastbound direction exiting and reported as part of the Ticket System. At this time, the DRB was converted from the Ticket System to a barrier plaza with toll collection in the westbound direction leaving New Jersey and entering Pennsylvania. Concurrently, toll collection was ended at Delaware Valley (plaza 358).

Additionally, the DRB (plaza 359) was closed from January 20 through March 9, 2017 due to a fracture in one of the structural support beams. Although the DRB is on the Barrier System, the closure also negatively affected Ticket System traffic and revenue in January, February, and March 2017.

In the past 20 years four new interchanges opened on the Ticket System: Virginia Drive (milepost 340) in 2002, Street Road (milepost 352) in 2010, SR 29 (milepost 320) in 2012, and Route 903 (milepost 87) in 2015. These were opened as E-ZPass-only interchanges where no cash was accepted even prior to the entire Ticket System's conversion to AET.

In Tables 2-2 through 2-4 transaction trends are summarized by average annual percent change (AAPC) into the following four periods:

1. The 12-year period prior to the COVID-19 pandemic from 2007-2019;
2. The one-year change to 2020 from 2019 coinciding with a drastic decline in transactions due to the COVID-19 pandemic;

3. The two-year period subsequent to the onset of the COVID-19 pandemic from 2020-2022; and

4. The entire 15-year period from 2007-2022.

As shown in Table 2-2, passenger car transactions on the Ticket System grew an average of 0.1% annually from 2007 to 2019 before declining 30.3% in 2020 during the height of the pandemic. In 2021 and 2022, transactions experienced 12.0% AAPC. These growth patterns have resulted in fewer average daily passenger car transactions in 2022 than in 2007. The only interchanges to show growth over this period are 339, 340, and 31, all of which are located in Montgomery County in the eastern portion of the state.

Table 2-3 shows the same information for Ticket System commercial vehicles. While commercial vehicle transactions declined in 2008 and 2009 during the Great Recession, growth has consistently outpaced that of passenger cars since 2010. For the pre-pandemic period from 2007 to 2019, commercial vehicle transactions grew an average of 0.6% annually. Commercial vehicle transactions declined 4.5% between 2019 and 2020 but recovered with 6.6% AAPC from 2020 to 2022. As a result, over the last 15 years commercial vehicle transactions grew an average of 1.0% annually, with 2022 having recorded the most commercial vehicle transactions of any year for the entire Ticket System as well as most interchanges. Growth has been stronger in the eastern part of the state than the western part, as most interchanges east of the Tuscarora Mountain Tunnel (interchanges 189 and above and the Northeast Extension) have met or exceeded 1.5% AAPC from 2007 to 2022, while none of the interchanges to the west (interchanges 180 and below) have done so.

Total transaction trends are shown in Table 2-4. Because passenger cars comprise a significant majority of total Ticket System traffic, the trends largely follow those of passenger cars, with 0.2% AAPC from 2007 to 2019, a 26.4% decline in 2020, and 10.9% AAPC from 2020 to 2022 resulting in fewer daily transactions in 2022 than in 2007. Within this period, passenger car transactions declined less sharply than did commercial vehicle transactions in 2008 and 2009 but since 2010 average daily transactions for commercial vehicles has consistently been stronger than for passenger cars. As a result, the share of total transactions belonging to commercial vehicle transactions has also grown over the last 15 years, growing from about one of every seven transactions on the Ticket System in 2007 to more than one in six transactions in 2022.

Table 2-2 Passenger Cars – Average Daily Transactions on the Pennsylvania Turnpike Ticket System at Exiting Toll Plazas

Includes Revenue and Non-Revenue Vehicles

Interchange (Milepost)[1]	Calendar Year																Average Annual Percent Change			
	2007	2008	2009[2]	2010[2]	2011[2]	2012[2]	2013[2]	2014[2]	2015[2]	2016[2]	2017[2]	2018[2]	2019[2]	2020[2]	2021[2]	2022[2]	2007-19	2019-20	2020-22	2007-2022
30	11,940	12,056	12,232	12,118	12,023	11,939	12,413	12,339	12,542	12,704	12,844	12,805	12,357	8,547	10,342	10,448	0.3	(30.8)	10.6	(0.9)
39	5,613	5,627	5,495	5,527	5,333	5,416	5,832	5,855	5,540	5,821	5,699	5,606	5,509	4,067	4,807	4,935	(0.2)	(26.2)	10.1	(0.9)
48	9,406	9,226	9,087	8,879	8,576	8,734	9,171	9,147	8,882	9,101	8,889	8,756	8,533	6,055	6,941	7,094	(0.8)	(29.0)	8.2	(1.9)
57	18,198	18,305	18,083	17,452	17,172	17,130	17,399	17,336	17,792	17,660	17,576	17,169	16,660	11,752	13,662	13,854	(0.7)	(29.5)	8.6	(1.8)
67	9,614	9,068	8,674	8,776	8,718	8,955	8,870	8,783	9,037	8,807	8,675	8,606	8,380	6,205	7,098	7,230	(1.1)	(25.9)	7.9	(1.9)
75	8,806	8,522	8,433	8,550	8,246	8,539	8,556	8,701	8,861	8,545	8,405	8,299	8,095	5,971	7,127	7,111	(0.7)	(26.2)	9.1	(1.4)
91	2,478	2,395	2,351	2,371	2,279	2,352	2,393	2,344	2,403	2,385	2,447	2,391	2,355	1,965	2,289	2,223	(0.4)	(16.5)	6.4	(0.7)
110	2,067	2,119	2,104	2,136	2,159	2,156	2,048	2,027	2,101	2,048	2,065	2,052	2,095	1,534	1,975	1,950	0.1	(26.8)	12.8	(0.4)
146	3,059	2,994	2,972	2,945	2,848	2,779	2,715	2,773	2,803	2,746	2,707	2,430	2,453	1,662	2,182	2,294	(1.8)	(32.3)	17.5	(1.9)
161	6,216	6,005	6,356	6,262	6,064	6,023	6,057	6,000	6,087	5,916	5,777	5,418	5,289	3,615	4,729	4,582	(1.3)	(31.7)	12.6	(2.0)
180	711	675	655	658	645	610	593	586	608	608	627	594	596	509	549	542	(1.5)	(14.7)	3.2	(1.8)
189	440	426	409	418	409	391	378	385	406	421	442	405	425	349	412	406	(0.3)	(17.7)	7.7	(0.5)
201	662	614	603	642	634	628	625	594	605	650	669	624	603	456	539	536	(0.8)	(24.3)	8.4	(1.4)
226	4,973	4,736	4,628	4,899	4,705	4,541	4,637	4,667	4,813	4,541	4,642	4,477	4,429	2,854	3,580	3,654	(1.0)	(35.5)	13.1	(2.0)
236	4,661	4,507	4,470	5,074	4,883	4,689	4,762	4,846	5,181	5,128	5,207	5,088	5,198	3,121	3,897	4,182	0.9	(39.9)	15.8	(0.7)
242	5,265	6,068	5,894	5,476	5,371	5,159	5,295	5,530	5,823	5,615	5,656	5,546	5,721	3,525	4,163	4,506	0.7	(38.4)	13.1	(1.0)
247	9,902	10,073	9,952	10,478	10,155	9,948	10,074	10,175	10,598	10,521	10,535	10,271	9,986	6,320	8,120	8,752	0.1	(36.7)	17.7	(0.8)
266	3,740	3,577	3,484	3,571	3,442	3,519	3,621	3,640	3,815	3,940	4,066	4,067	4,251	2,828	3,646	3,685	1.1	(33.5)	14.2	(0.1)
286	7,397	7,060	6,910	6,937	6,766	6,736	6,886	7,026	7,393	7,545	7,713	7,679	7,307	5,197	6,469	6,530	(0.1)	(28.9)	12.1	(0.8)
298	7,446	7,448	7,176	7,018	6,789	6,588	6,737	7,022	7,383	7,501	7,564	7,576	7,426	5,119	6,036	6,155	(0.0)	(31.1)	9.7	(1.3)
312	11,011	10,635	10,234	10,353	10,315	10,347	10,444	10,692	10,522	10,186	9,963	9,677	9,518	5,933	6,933	6,935	(1.2)	(37.7)	8.1	(3.0)
320 [3]							3,539	4,667	5,223	5,292	5,453	5,420	5,522	3,032	3,685	3,829	-	(45.1)	12.4	-
326	27,069	26,975	27,783	29,284	28,965	28,780	28,066	28,423	29,777	30,197	30,737	31,199	31,328	19,805	25,155	26,162	1.2	(36.8)	14.9	(0.2)
333	11,312	11,848	11,904	12,166	12,093	11,860	11,811	11,598	11,235	11,319	11,313	11,245	11,092	7,054	8,325	9,189	(0.2)	(36.4)	14.1	(1.4)
20	36,659	35,518	34,961	35,236	35,478	36,231	36,441	36,305	37,726	38,010	37,978	37,442	37,505	28,248	34,787	35,889	0.2	(24.7)	12.7	(0.1)
339	21,203	20,312	20,989	22,973	23,265	23,582	23,852	23,849	24,711	24,709	24,910	24,528	24,642	17,616	21,171	21,934	1.3	(28.5)	11.6	0.2
340	1,537	1,521	1,370	1,422	1,447	1,409	1,484	1,627	1,721	1,842	1,913	1,904	1,948	1,144	1,438	1,624	2.0	(41.3)	19.1	0.4
343	26,054	25,277	25,165	26,569	26,178	25,858	25,323	24,896	25,105	25,628	25,447	25,239	25,608	18,679	22,373	22,992	(0.1)	(27.1)	10.9	(0.8)
351	29,917	29,315	29,196	29,690	28,170	27,512	27,316	26,689	27,226	27,475	27,137	26,289	25,334	16,985	19,914	20,735	(1.4)	(33.0)	10.5	(2.4)
352 [4]					1,805	2,146	2,384	2,676	2,949	3,111	3,826	3,802	3,913	2,587	3,803	3,938	-	(33.9)	23.4	-
353 [5]										20,067	18,835	20,782	20,218	13,201	17,300	18,109	-	(34.7)	17.1	-
358 [5]	5,917	5,964	5,767	5,716	5,538	5,386	5,090	4,950	4,951								-	-	-	-
359 [6]	17,727	17,274	16,943	17,255	16,846	16,164	16,333	16,608	17,943								-	-	-	-
31	13,304	13,389	13,431	13,432	12,950	12,742	12,669	12,472	12,853	13,033	13,741	14,501	15,100	11,105	13,101	13,955	1.1	(26.5)	12.1	0.3
44	8,235	8,313	8,399	8,478	8,157	8,040	8,021	7,953	8,091	8,248	8,090	8,242	8,538	6,102	7,273	7,645	0.3	(28.5)	11.9	(0.5)
56	15,581	14,950	15,339	16,008	15,365	15,028	15,012	14,785	15,013	15,093	15,218	15,493	15,777	11,932	14,513	14,243	0.1	(24.4)	9.3	(0.6)
74	4,796	4,811	4,723	4,722	4,580	4,490	4,459	4,385	4,354	4,179	4,256	4,270	4,295	3,648	4,140	4,083	(0.9)	(15.1)	5.8	(1.1)
87 [7]									1,389	1,564	1,779	1,814	1,931	1,918	2,424	2,447	-	(0.7)	13.0	-
95	4,761	4,709	5,021	5,200	4,859	4,640	4,639	4,633	4,693	4,511	4,432	4,483	4,365	3,232	3,918	3,720	(0.7)	(26.0)	7.3	(1.6)
105	3,188	3,062	3,232	3,337	3,234	3,152	3,099	3,102	3,248	3,195	3,291	3,317	3,153	2,406	2,937	2,889	(0.1)	(23.7)	9.6	(0.7)
115	4,043	4,128	4,289	4,067	3,948	3,856	3,890	3,861	4,036	3,904	3,992	4,054	4,065	2,755	3,679	3,708	0.0	(32.2)	16.0	(0.6)
Total	364,906	359,503	358,712	366,095	360,410	358,056	362,938	363,947	375,438	373,763	374,518	373,561	371,521	259,034	315,430	324,693	0.1	(30.3)	12.0	(0.8)
Percent Change over Prior Year		(1.5)	(0.2)	2.1	(1.6)	(0.7)	1.4	0.3	3.2	(0.4)	0.2	(0.3)	(0.5)	(30.3)	21.8	2.9				

(1) Interchanges 2 through 359 reflect those for the Mainline 1-76/I-276. Interchanges 31 through 115 correspond to those on the Northeast Extension I-476.
(2) A toll increase occurred during this year. Refer to table 2-1.
(3) Interchange 320 (Route 29) Opened in December 2012 as an E-ZPass only interchange.
(4) Interchange 352 (Street Road) opened in November 2010 as an eastbound only, E-ZPass only interchange.
(5) On January 3, 2016 the Delaware Valley Toll Plaza (358) was decommissioned and replaced by the Neshaminy Falls Toll Plaza (353).
(6) On January 3, 2016 the Delaware River Toll Plaza was replaced by the Delaware River Bridge ORT Toll Plaza. Average daily transactions for the new toll plaza are reported in Table 2-5.
(7) On June 29, 2015 Interchange 87 (Route 903) opened as an E-ZPass only interchange.

Table 2-3 Commercial Vehicles – Average Daily Transactions on the Pennsylvania Turnpike Ticket System at Exiting Toll Plazas

Includes Revenue and Non-Revenue Vehicles

Interchange (Milepost)[1]	Calendar Year																Average Annual Percent Change			
	2007	2008	2009[2]	2010[2]	2011[2]	2012[2]	2013[2]	2014[2]	2015[2]	2016[2]	2017[2]	2018[2]	2019[2]	2020[2]	2021[2]	2022[2]	2007-19	2019-20	2020-22	2007-2022
30	3,505	3,412	2,994	3,060	3,116	3,192	3,276	3,428	3,582	3,666	3,805	3,982	3,992	3,761	4,216	4,294	1.1	(5.8)	6.8	1.4
39	575	571	544	565	552	560	596	579	586	606	609	598	581	540	589	621	0.1	(7.2)	7.2	0.5
48	1,177	1,185	1,104	1,153	1,058	1,073	1,092	1,132	1,223	1,237	1,229	1,338	1,301	1,096	1,166	1,214	0.8	(15.7)	5.2	0.2
57	1,735	1,636	1,498	1,590	1,606	1,623	1,652	1,694	1,730	1,805	1,838	1,890	1,917	1,826	1,972	1,983	0.8	(4.8)	4.2	0.9
67	894	895	869	847	816	857	866	883	912	931	926	954	938	841	922	914	0.4	(10.4)	4.3	0.1
75	4,478	4,389	3,902	3,854	3,828	3,830	3,857	3,977	4,123	4,096	4,189	4,336	4,362	4,233	4,648	4,702	(0.2)	(2.9)	5.4	0.3
91	306	287	314	334	323	313	311	326	324	317	339	348	360	332	368	380	1.4	(7.8)	7.0	1.4
110	743	738	652	669	690	690	701	723	728	695	719	730	758	716	803	858	0.2	(5.6)	9.4	1.0
146	1,327	1,151	1,009	1,077	1,056	1,035	1,024	1,030	1,087	1,105	1,135	1,175	1,197	1,121	1,253	1,276	(0.9)	(6.3)	6.7	(0.3)
161	2,910	2,616	2,261	2,440	2,431	2,381	2,338	2,361	2,378	2,416	2,417	2,512	2,477	2,401	2,750	2,737	(1.3)	(3.1)	6.8	(0.4)
180	230	203	169	207	215	210	216	225	239	243	275	271	291	240	251	257	2.0	(17.5)	3.4	0.7
189	108	96	85	100	101	109	105	103	106	116	131	129	140	129	141	157	2.2	(7.8)	10.4	2.5
201	229	219	193	212	265	291	286	251	258	295	350	313	325	305	306	332	2.9	(6.2)	4.3	2.5
226	3,548	3,350	2,893	2,886	2,889	2,826	2,871	2,990	3,135	3,130	3,200	3,276	3,367	3,323	3,610	3,722	(0.4)	(1.3)	5.8	0.3
236	774	690	646	751	774	756	792	811	877	925	974	992	1,011	917	1,094	1,124	2.3	(9.3)	10.7	2.5
242	1,194	1,243	1,146	1,105	1,100	1,003	1,114	1,170	1,237	1,303	1,338	1,369	1,455	1,339	1,455	1,605	1.7	(8.0)	9.5	2.0
247	1,863	1,817	1,653	1,749	1,743	1,706	1,792	1,885	2,018	2,140	2,178	2,201	2,177	2,007	2,233	2,352	1.3	(7.8)	8.2	1.6
266	549	523	469	486	482	481	494	534	537	581	598	648	719	636	707	744	2.3	(11.5)	8.1	2.0
286	1,572	1,491	1,325	1,354	1,364	1,350	1,415	1,496	1,593	1,696	1,697	1,791	1,735	1,708	1,851	1,843	0.8	(1.5)	3.9	1.1
298	1,188	1,084	936	963	995	1,005	1,023	1,137	1,253	1,330	1,336	1,412	1,491	1,366	1,476	1,456	1.9	(8.4)	3.2	1.4
312	1,058	908	806	904	929	948	990	1,068	1,119	1,171	1,141	1,153	1,217	1,085	1,152	1,088	1.2	(10.9)	0.1	0.2
320 [3]							286	334	356	446	495	494	545	460	565	528	-	(15.6)	7.2	-
326	3,446	3,190	2,902	3,118	3,105	2,993	2,984	3,069	3,249	3,443	3,467	3,449	3,556	3,425	3,846	3,878	0.3	(3.7)	6.4	0.8
333	636	663	597	644	629	630	633	660	645	687	678	682	726	653	725	798	1.1	(10.1)	10.6	1.5
20	4,433	4,114	3,751	3,883	3,961	4,037	4,150	4,309	4,554	4,798	4,765	4,806	4,942	4,941	5,549	5,701	0.9	(0.0)	7.4	1.7
339	1,403	1,343	1,260	1,329	1,417	1,437	1,518	1,564	1,678	1,802	1,746	1,723	1,751	1,686	1,921	1,933	1.9	(3.7)	7.1	2.2
340	20	19	18	20	24	24	30	48	61	63	61	65	75	67	90	97	11.5	(10.5)	19.9	10.9
343	2,210	2,109	1,999	2,109	2,116	2,102	2,130	2,205	2,255	2,396	2,330	2,380	2,477	2,476	2,709	2,650	1.0	(0.0)	3.4	1.2
351	3,397	3,384	3,111	3,178	3,151	3,105	3,146	3,174	3,323	3,457	3,601	3,442	3,293	3,058	3,352	3,417	(0.3)	(7.1)	5.7	0.0
352 [4]					54	68	84	117	130	143	174	268	442	449	578	585	-	1.6	14.1	-
353 [5]										3,763	3,499	4,109	4,177	4,043	4,631	4,828	-	(3.2)	9.3	-
358 [5]	1,812	1,529	1,410	1,654	1,571	1,442	1,458	1,514	1,553								-	-	-	-
359 [6]	3,949	4,137	3,768	3,474	3,389	3,231	3,330	3,491	3,740								-	-	-	-
31	1,505	1,495	1,453	1,498	1,450	1,431	1,436	1,562	1,672	1,742	1,660	1,668	1,786	1,773	1,903	1,950	1.4	(0.7)	4.9	1.7
44	990	958	929	965	943	958	998	1,048	1,094	1,120	1,129	1,206	1,321	1,257	1,384	1,427	2.4	(4.9)	6.6	2.5
56	3,139	3,118	3,039	3,147	3,114	3,136	3,211	3,309	3,496	3,647	3,644	3,796	4,015	4,020	4,454	4,479	2.1	0.1	5.6	2.4
74	596	484	480	527	536	523	530	547	551	582	559	575	514	487	552	597	(1.2)	(5.4)	10.8	0.0
87 [7]									98	133	155	188	223	203	267	283	-	(9.0)	18.0	-
95	1,336	1,264	1,226	1,337	1,329	1,336	1,385	1,424	1,497	1,547	1,485	1,538	1,626	1,535	1,759	1,845	1.7	(5.6)	9.7	2.2
105	218	400	396	200	209	205	207	209	238	244	235	249	252	234	265	273	1.2	(7.1)	8.1	1.5
115	1,358	1,204	1,167	1,268	1,266	1,258	1,287	1,300	1,420	1,391	1,412	1,481	1,529	1,471	1,623	1,715	1.0	(3.8)	8.0	1.6
Total	60,413	57,914	52,971	54,657	54,597	54,152	55,615	57,686	60,657	61,210	61,517	63,537	65,063	62,160	69,135	70,641	0.6	(4.5)	6.6	1.0
Percent Change Over Prior Year		(4.1)	(8.5)	3.2	(0.1)	(0.8)	2.7	3.7	5.1	0.9	0.5	3.3	2.4	(4.5)	11.2	2.2				

(1) Interchanges 2 through 359 reflect those for the Mainline 1-76/I-276. Interchanges 31 through 115 correspond to those on the Northeast Extension I-476.
(2) A toll increase occurred during this year. Refer to table 2-1.
(3) Interchange 320 (Route 29) Opened in December 2012 as an E-ZPass only interchange.
(4) Interchange 352 (Street Road) opened in November 2010 as an eastbound only, E-ZPass only interchange.
(5) On January 3, 2016 the Delaware Valley Toll Plaza (358) was decommissioned and replaced by the Neshaminy Falls Toll Plaza (353).
(6) On January 3, 2016 the Delaware River Toll Plaza was replaced by the Delaware River Bridge ORT Toll Plaza. Average daily transactions for the new toll plaza are reported in Table 2-5.
(7) On June 29, 2015 Interchange 87 (Route 903) opened as an E-ZPass only interchange.

Table 2-4 Total Vehicles – Average Daily Transactions on the Pennsylvania Turnpike Ticket System at Exiting Toll Plazas

Includes Revenue and Non-Revenue Vehicles

Interchange (Milepost)[1]	Calendar Year																Average Annual Percent Change			
	2007	2008	2009[2]	2010[2]	2011[2]	2012[2]	2013[2]	2014[2]	2015[2]	2016[2]	2017[2]	2018[2]	2019[2]	2020[2]	2021[2]	2022[2]	2007-19	2019-20	2020-22	2007-2022
30	15,445	15,468	15,226	15,178	15,140	15,131	15,689	15,767	16,124	16,370	16,649	16,787	16,349	12,307	14,558	14,741	0.5	(24.7)	9.4	(0.3)
39	6,188	6,198	6,039	6,092	5,885	5,976	6,428	6,434	6,126	6,426	6,309	6,203	6,091	4,607	5,395	5,555	(0.1)	(24.4)	9.8	(0.7)
48	10,583	10,411	10,191	10,032	9,634	9,806	10,263	10,278	10,106	10,338	10,119	10,094	9,833	7,151	8,107	8,308	(0.6)	(27.3)	7.8	(1.6)
57	19,933	19,941	19,581	19,042	18,778	18,753	19,051	19,030	19,522	19,465	19,415	19,060	18,578	13,578	15,634	15,837	(0.6)	(26.9)	8.0	(1.5)
67	10,507	9,963	9,543	9,623	9,534	9,813	9,737	9,667	9,949	9,738	9,601	9,560	9,318	7,046	8,020	8,144	(1.0)	(24.4)	7.5	(1.7)
75	13,284	12,912	12,334	12,404	12,074	12,369	12,413	12,678	12,984	12,641	12,594	12,635	12,457	10,204	11,775	11,813	(0.5)	(18.1)	7.6	(0.8)
91	2,784	2,681	2,665	2,705	2,602	2,665	2,705	2,670	2,726	2,702	2,786	2,739	2,714	2,297	2,657	2,602	(0.2)	(15.4)	6.4	(0.4)
110	2,810	2,857	2,755	2,805	2,849	2,847	2,750	2,750	2,829	2,743	2,784	2,782	2,854	2,250	2,778	2,808	0.1	(21.2)	11.7	(0.0)
146	4,386	4,146	3,981	4,022	3,904	3,814	3,739	3,802	3,890	3,851	3,842	3,605	3,650	2,783	3,435	3,570	(1.5)	(23.8)	13.3	(1.4)
161	9,126	8,621	8,617	8,702	8,495	8,404	8,396	8,361	8,465	8,333	8,194	7,930	7,766	6,016	7,479	7,319	(1.3)	(22.5)	10.3	(1.5)
180	941	878	824	865	860	820	809	811	847	851	902	865	888	749	799	799	(0.5)	(15.6)	3.3	(1.1)
189	548	522	494	518	510	500	484	488	512	537	573	534	564	478	553	562	0.2	(15.3)	8.5	0.2
201	891	832	796	854	899	919	911	844	863	945	1,019	938	928	761	845	868	0.3	(18.0)	6.8	(0.2)
226	8,521	8,085	7,521	7,785	7,594	7,367	7,508	7,656	7,948	7,671	7,842	7,753	7,795	6,177	7,190	7,376	(0.7)	(20.8)	9.3	(1.0)
236	5,435	5,197	5,116	5,825	5,657	5,445	5,554	5,657	6,057	6,054	6,181	6,080	6,209	4,038	4,990	5,306	1.1	(35.0)	14.6	(0.2)
242	6,459	7,311	7,040	6,581	6,471	6,162	6,409	6,700	7,060	6,918	6,994	6,915	7,176	4,864	5,618	6,111	0.9	(32.2)	12.1	(0.4)
247	11,765	11,890	11,604	12,227	11,898	11,654	11,866	12,060	12,616	12,661	12,713	12,473	12,162	8,328	10,353	11,104	0.3	(31.5)	15.5	(0.4)
266	4,289	4,100	3,954	4,057	3,924	4,000	4,116	4,173	4,352	4,521	4,664	4,715	4,970	3,464	4,353	4,429	1.2	(30.3)	13.1	0.2
286	8,969	8,551	8,235	8,291	8,130	8,086	8,301	8,522	8,986	9,241	9,409	9,470	9,043	6,906	8,321	8,373	0.1	(23.6)	10.1	(0.5)
298	8,634	8,532	8,112	7,981	7,784	7,593	7,760	8,159	8,636	8,830	8,901	8,987	8,917	6,485	7,511	7,612	0.3	(27.3)	8.3	(0.8)
312	12,069	11,543	11,039	11,257	11,244	11,295	11,434	11,760	11,641	11,357	11,103	10,831	10,735	7,018	8,085	8,023	(1.0)	(34.6)	6.9	(2.7)
320 [3]							3,825	5,001	5,579	5,738	5,948	5,914	6,067	3,492	4,250	4,357	-	(42.4)	11.7	-
326	30,515	30,165	30,685	32,402	32,070	31,773	31,050	31,492	33,026	33,640	34,203	34,648	34,884	23,229	29,001	30,040	1.1	(33.4)	13.7	(0.1)
333	11,948	12,511	12,501	12,810	12,722	12,490	12,445	12,258	11,881	12,006	11,991	11,927	11,818	7,707	9,050	9,987	(0.1)	(34.8)	13.8	(1.2)
20	41,091	39,631	38,712	39,119	39,439	40,268	40,590	40,614	42,280	42,808	42,743	42,249	42,447	33,190	40,336	41,589	0.3	(21.8)	11.9	0.1
339	22,606	21,655	22,249	24,302	24,683	25,019	25,371	25,413	26,389	26,511	26,657	26,251	26,394	19,302	23,092	23,867	1.3	(26.9)	11.2	0.4
340	1,558	1,540	1,388	1,442	1,471	1,433	1,513	1,676	1,782	1,905	1,974	1,969	2,023	1,212	1,529	1,721	2.2	(40.1)	19.2	0.7
343	28,264	27,385	27,163	28,678	28,294	27,960	27,453	27,102	27,360	28,024	27,777	27,618	28,085	21,155	25,082	25,642	(0.1)	(24.7)	10.1	(0.6)
351	33,315	32,700	32,307	32,868	31,321	30,616	30,462	29,863	30,549	30,932	30,738	29,731	28,626	20,043	23,266	24,152	(1.3)	(30.0)	9.8	(2.1)
352 [4]					1,859	2,214	2,467	2,792	3,079	3,254	4,000	4,070	4,355	3,036	4,382	4,523	-	(30.3)	22.1	-
353 [5]										23,830	22,333	24,891	24,396	17,244	21,930	22,938	-	(29.3)	15.3	-
358 [5]	7,728	7,494	7,177	7,370	7,109	6,828	6,548	6,464	6,504								-	-	-	-
359 [6]	21,676	21,411	20,712	20,729	20,235	19,395	19,662	20,100	21,683								-	-	-	-
31	14,809	14,885	14,884	14,930	14,400	14,172	14,105	14,034	14,525	14,776	15,401	16,168	16,885	12,878	15,004	15,905	1.1	(23.7)	11.1	0.5
44	9,225	9,271	9,328	9,443	9,100	8,998	9,019	9,001	9,185	9,368	9,219	9,448	9,858	7,358	8,658	9,072	0.6	(25.4)	11.0	(0.1)
56	18,720	18,068	18,378	19,155	18,480	18,164	18,224	18,094	18,508	18,740	18,862	19,289	19,793	15,952	18,966	18,722	0.5	(19.4)	8.3	0.0
74	5,393	5,295	5,204	5,249	5,116	5,014	4,989	4,932	4,905	4,761	4,815	4,845	4,809	4,135	4,691	4,680	(0.9)	(14.0)	6.4	(0.9)
87 [7]									1,487	1,696	1,934	2,002	2,154	2,121	2,691	2,730	-	(1.5)	13.4	-
95	6,097	5,973	6,247	6,537	6,188	5,976	6,025	6,057	6,190	6,057	5,918	6,021	5,991	4,766	5,678	5,565	(0.1)	(20.4)	8.1	(0.6)
105	3,406	3,463	3,627	3,537	3,443	3,357	3,306	3,311	3,486	3,440	3,526	3,566	3,405	2,640	3,203	3,162	(0.0)	(22.5)	9.4	(0.5)
115	5,401	5,332	5,456	5,335	5,214	5,114	5,178	5,161	5,456	5,296	5,405	5,535	5,594	4,226	5,301	5,423	0.3	(24.5)	13.3	0.0
Total	425,319	417,417	411,683	420,752	415,008	412,208	418,553	421,633	436,095	434,973	436,036	437,098	436,583	321,194	384,565	395,334	0.2	(26.4)	10.9	(0.5)
Percent Change Over Prior Year		(1.9)	(1.4)	2.2	(1.4)	(0.7)	1.5	0.7	3.4	(0.3)	0.2	0.2	(0.1)	(26.4)	19.7	2.8				

(1) Interchanges 2 through 359 reflect those for the Mainline 1-76/I-276. Interchanges 31 through 115 correspond to those on the Northeast Extension I-476.
(2) A toll increase occurred during this year. Refer to table 2-1.
(3) Interchange 320 (Route 29) Opened in December 2012 as an E-ZPass only interchange.
(4) Interchange 352 (Street Road) opened in November 2010 as an eastbound only, E-ZPass only interchange.
(5) On January 3, 2016 the Delaware Valley Toll Plaza (358) was decommissioned and replaced by the Neshaminy Falls Toll Plaza (353).
(6) On January 3, 2016 the Delaware River Toll Plaza was replaced by the Delaware River Bridge ORT Toll Plaza. Average daily transactions for the new toll plaza are reported in Table 2-5.
(7) On June 29, 2015 Interchange 87 (Route 903) opened as an E-ZPass only interchange.

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2.3.2 Barrier System Transaction Trends

Average annual daily traffic trends at the Barrier System's toll plazas are shown in **Table 2-5**, **Table 2-6**, and **Table 2-7** for passenger cars, commercial vehicles, and total vehicles, respectively. Note that the Delaware River Bridge (Plaza 359) transactions are counted as part of the Barrier System beginning in 2016.

Transactions on the Barrier System have generally been increasing at a faster rate than on the Ticket System. Passenger car transactions experienced 3.1% AAPC from 2007-2019, although some of this growth can be attributed to DRB switching from the Ticket System to the Barrier System in 2016. In 2020, passenger car transactions declined by 24.7% before growing at an average annual rate of 17.4% in 2021 and 2022. Over the entire 15-year period, passenger car transactions grew at an average of 2.8% annually.

While growth on the Barrier System was also impacted by the Great Recession, slow economic recovery, annual toll rate increases, the temporary closure of the DRB in 2017, and the COVID-19 pandemic, there are a number of reasons why transaction growth rates on the Barrier System exceeded those of the Ticket System. The barrier facilities tend to be on the fringes of urban areas and have benefited from increasing suburban and exurban development in their corridors. Relatedly, the Mon/Fayette Expressway (MFE) and Southern Beltway have undergone significant expansions during this 15-year period, with MFE adding five ramps and a significant feeder road in West Virginia between 2010 and 2013 and the Southern Beltway adding a 13.2-mile extension and two toll plazas in 2021. Lastly, the Southern Beltway was exempt from scheduled toll increases in 2009, 2010, 2011, 2012, 2014, 2015, 2016, 2017, and 2022. The DRB was exempt from scheduled toll increases in 2017 and 2018.

Despite the overall growth of the Barrier System, there were significant differences in growth rates between barrier facilities. The Northeast Extension Barrier Facilities and Beaver Valley Expressway (BVE) both had declining rates of passenger car transactions prior to the pandemic, while the Amos K. Hutchinson Bypass (AKH) experienced modest annual growth from 2007 to 2019 but has failed to return to 2007 transaction levels in the post-pandemic period. Gateway and MFE each experienced consistent growth prior to the pandemic but have yet to return to 2019 transaction levels. The Southern Beltway, however, thanks to its aforementioned 13.2-mile expansion in 2021, had nearly quadruple the number of passenger car transactions in 2022 as in 2019.

Commercial vehicle average daily transaction trends are shown in Table 2-6, and like on the Ticket System, commercial vehicle transactions grew more quickly than did passenger car transactions. These trends also show stronger annual growth than the Ticket System. Commercial vehicle transactions experienced 5.3% AAPC from 2007-2019, a 4.5% decline in 2020, and 14.4% AAPC in 2021 and 2022. Overall AAPC from 2007 to 2022 was 5.8%.

Total Barrier System transactions increased annually by 3.4% from 2007-2019, fell by 21.7% in 2020, and grew an average of 16.8% annually in 2021 and 2022, for a total AAPC of 3.2% from 2007 to 2022.

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Table 2-5 Passenger Cars – Average Daily Transactions on the Pennsylvania Turnpike Barrier System

Includes Revenue and Non-Revenue Vehicles

Toll Location	Calendar Year[1] 2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Average Annual Percent Change 2007-19	2019-20	2020-22	2007-2022
Northeast Extension Barrier Plazas																				
Keyser Ave.	6,736	6,782	7,012	6,935	6,970	6,960	7,156	7,017	7,037	6,653	6,575	6,367	6,722	4,212	5,359	5,571	(0.0)	(37.3)	15.0	(1.3)
Clarks Summit	6,740	6,790	6,850	6,670	6,673	6,702	7,270	7,135	6,842	6,337	6,104	6,015	6,445	4,054	5,090	5,280	(0.4)	(37.1)	14.1	(1.6)
Subtotal	13,476	13,572	13,862	13,605	13,643	13,662	14,426	14,152	13,879	12,990	12,679	12,381	13,167	8,266	10,448	10,851	(0.2)	(37.2)	14.6	(1.4)
Turnpike I-376 - Beaver Valley Expressway																				
East Toll 376	10,334	10,288	9,897	9,884	9,940	9,685	9,235	8,971	8,918	8,477	8,386	9,038	9,333	6,746	7,887	8,178	(0.8)	(27.7)	10.1	(1.5)
Beaver Falls Rte. 551	434	458	430	455	430	437	425	387	410	391	414	448	475	450	456	440	0.7	(5.4)	(1.1)	0.1
Moravia Rte. 168	756	808	706	674	778	775	728	712	700	667	656	666	708	599	656	648	(0.5)	(15.4)	4.0	(1.0)
West Toll 376	7,524	7,633	7,617	7,738	7,632	7,430	7,178	7,292	7,333	7,239	7,434	8,117	8,489	6,149	7,207	7,235	1.0	(27.6)	8.5	(0.3)
Mt. Jackson Rte. 108	1,277	1,557	1,390	1,236	1,173	1,094	1,019	953	981	982	1,021	1,117	1,147	931	980	962	(0.9)	(18.9)	1.7	(1.9)
Subtotal	20,326	20,744	20,040	19,987	19,953	19,419	18,587	18,315	18,342	17,756	17,912	19,386	20,153	14,874	17,186	17,462	(0.1)	(26.2)	8.4	(1.0)
Turnpike 66 - Amos K. Hutchinson Bypass																				
Rte. 136	597	806	727	742	731	738	708	749	786	754	755	775	791	700	952	985	2.4	(11.5)	18.6	3.4
AKH Mainline	12,308	12,327	12,114	12,276	11,947	11,843	11,721	11,728	11,623	11,102	11,203	11,304	11,020	8,853	10,161	10,116	(0.9)	(19.7)	6.9	(1.3)
Route 30	2,889	4,617	4,645	4,921	4,809	4,686	4,625	4,625	4,599	4,544	4,496	4,469	4,297	3,741	4,289	4,182	3.4	(12.9)	5.7	2.5
Route 130	1,260	1,370	1,370	1,397	1,459	1,336	1,326	1,377	1,335	1,325	1,323	1,372	1,381	1,069	1,307	1,262	0.8	(22.6)	8.6	0.0
Route 66	580	762	738	752	774	754	753	834	815	850	827	829	768	601	722	751	2.4	(21.7)	11.8	1.7
Subtotal	17,633	19,883	19,594	20,088	19,719	19,356	19,133	19,313	19,158	18,576	18,605	18,749	18,257	14,963	17,430	17,296	0.3	(18.0)	7.5	(0.1)
Turnpike 43 - Mon/Fayette Expressway[2]																				
Ramp M4	39	32	22	22	147	299	315	308	313	295	292	270	278	252	295	302	17.9	(9.2)	9.4	14.7
M5	2,151	2,257	2,301	2,477	3,467	4,933	5,224	5,663	6,042	6,055	6,073	6,157	6,180	5,316	6,185	6,173	9.2	(14.0)	7.8	7.3
Ramp M15				13	109	86	81	77	88	81	82	77	77	76	91	101	-	(1.5)	15.2	-
Ramp M18				114	228	281	290	284	327	317	296	281	286	257	282	283	-	(10.1)	4.9	-
M19				275	3,543	4,537	4,896	5,079	5,587	5,744	5,564	5,865	5,784	4,678	5,413	5,646	-	(19.1)	9.9	-
Ramp M22							186	160	170	151	149	139	152	128	134	132	-	(15.9)	1.5	-
Ramp M26							740	769	842	796	836	831	844	739	770	767	-	(12.4)	1.9	-
M35 California	10,224	10,530	10,318	10,515	10,407	10,605	10,587	10,649	11,074	10,635	10,265	10,337	10,266	7,901	9,058	9,759	0.0	(23.0)	11.1	(0.3)
Ramp M39	1,030	1,052	1,050	1,067	1,073	1,056	1,046	1,006	1,015	1,026	988	966	921	755	871	860	(0.9)	(18.0)	6.7	(1.2)
Ramp M44	745	749	703	692	665	651	641	647	685	670	704	715	668	507	592	596	(0.9)	(24.1)	8.3	(1.5)
Ramp M48	3,213	3,301	3,356	3,471	3,478	3,537	3,511	3,579	4,054	3,812	3,830	3,987	4,016	3,518	3,570	3,550	1.9	(12.4)	0.4	0.7
M52	7,179	7,351	7,181	7,161	7,149	7,464	7,233	7,033	6,906	6,740	6,802	7,117	7,144	5,353	6,159	6,106	(0.0)	(25.1)	6.8	(1.1)
Subtotal	24,581	25,273	24,931	25,807	30,266	33,450	34,751	35,255	37,104	36,325	35,881	36,741	36,617	29,482	33,422	34,275	3.4	(19.5)	7.8	2.2
I-576 - Southern Beltway[3]																				
SB Rte. 30	166	223	262	298	364	555	303	311	305	278	390	285					-	-	-	-
SB Westport Rd.	125	130	153	160	163	190	191	249	348	340	339	340					-	-	-	-
Rte. 22	2,914	3,320	3,727	3,897	4,135	4,209	4,005	4,154	4,232	4,290	4,363	4,179					-	-	-	-
S3												4,349	4,451	3,241	4,256	6,682	-	(27.2)	43.6	-
S7															4,235	5,332	-	-	-	-
S14															4,130	5,485	-	-	-	-
Subtotal	3,204	3,673	4,142	4,355	4,662	4,954	4,498	4,714	4,885	4,909	5,093	4,539	4,451	3,241	12,621	17,500	2.8	(27.2)	132.4	12.0
Gateway Toll Plaza[4]																				
Gateway	8,183	8,074	8,441	8,716	8,743	8,819	8,967	8,942	9,209	9,469	9,494	9,416	9,283	6,529	8,271	8,381	1.1	(29.7)	13.3	0.2
Delaware River Bridge[5]																				
DRB										18,551	16,234	20,099	24,713	18,065	23,910	25,655	-	(26.9)	19.2	-
All Barrier Facilities																				
Total	87,403	91,220	91,011	92,558	96,987	99,660	100,361	100,691	102,576	118,575	115,898	121,311	126,639	95,420	123,289	131,419	3.1	(24.7)	17.4	2.8
Percent Change Over Prior Year		4.4	(0.2)	1.7	4.8	2.8	0.7	0.3	1.9	15.6	(2.3)	4.7	4.4	(24.7)	29.2	6.6				

(1) Toll rate increases were implemented annually from 2009 through 2022. Some barrier facilities, especially I-576 were exempted from programmed toll increases in some years. Refer to Table 2-1 for details.

(2) On July 11, 2011, the West Virginia section of Turnpike 43 was opened.

(3) The Southern Beltway configuration was changed from three ramp tolls to one mainline toll in June 2018. A 13.2-mile extension with an additional two mainline tolls opened on October 15, 2021.

(4) In CDM Smith's last Investment Grade Traffic and Revenue Study in 2018, Gateway Toll Plaza transactions were reported with the Ticket System. On June 1, 2003 the Gateway Toll Plaza was converted from the western terminus of the ticket system to a barrier plaza and toll classifications were switched from weight-based to axle-based. On January 2, 2006, toll collection was converted from two-way to one-way collection.

(5) On January 3, 2016 the Delaware River Bridge was converted to ORT and separated from the Ticket System.

Table 2-6 Commercial Vehicles – Average Daily Transactions on the Pennsylvania Turnpike Barrier System

Includes Revenue and Non-Revenue Vehicles

Toll Location	Calendar Year[1]																Average Annual Percent Change			
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2007-19	2019-20	2020-22	2007-2022
Northeast Extension Barrier Plazas																				
Keyser Ave.	1,408	1,363	1,306	1,365	1,492	1,532	1,606	1,643	1,687	1,690	1,751	1,842	1,923	1,835	2,000	2,099	2.6	(4.6)	7.0	2.7
Clarks Summit	1,162	1,096	1,047	1,082	1,149	1,228	1,369	1,436	1,404	1,391	1,429	1,446	1,568	1,530	1,594	1,625	2.5	(2.4)	3.1	2.3
Subtotal	2,570	2,459	2,353	2,447	2,641	2,759	2,975	3,079	3,091	3,081	3,180	3,288	3,491	3,365	3,595	3,725	2.6	(3.6)	5.2	2.5
Turnpike I-376 - Beaver Valley Expressway																				
East Toll 376	1,490	1,548	1,342	1,506	1,621	1,693	1,729	1,830	1,859	1,826	1,871	2,114	2,126	1,926	2,152	2,375	3.0	(9.4)	11.0	3.2
Beaver Falls Rte. 551	36	39	31	48	59	59	50	48	51	43	54	59	62	75	66	63	4.6	19.6	(8.2)	3.7
Moravia Rte. 168	96	145	60	73	92	86	73	97	82	61	76	99	96	136	139	157	(0.0)	41.3	7.6	3.3
West Toll 376	1,133	1,170	1,034	1,196	1,211	1,226	1,202	1,279	1,272	1,244	1,299	1,383	1,405	1,304	1,399	1,424	1.8	(7.2)	4.5	1.5
Mt. Jackson Rte. 108	98	108	113	98	133	164	135	148	154	152	163	189	158	150	163	148	4.1	(4.8)	(0.7)	2.8
Subtotal	2,854	3,010	2,580	2,921	3,116	3,228	3,190	3,402	3,418	3,326	3,463	3,843	3,848	3,591	3,920	4,167	2.5	(6.7)	7.7	2.6
Turnpike 66 - Amos K. Hutchinson Bypass																				
Rte. 136	211	183	146	165	183	178	177	749	197	171	168	190	187	157	199	242	(1.0)	(15.9)	24.1	0.9
AKH Mainline	2,070	2,146	2,010	2,261	2,333	2,348	2,372	2,603	2,514	2,397	2,495	2,643	2,580	2,389	2,694	2,820	1.9	(7.4)	8.7	2.1
Route 30	290	282	265	300	292	315	313	306	283	279	298	307	307	270	288	300	0.5	(11.9)	5.4	0.2
Route 130	38	29	30	26	26	26	28	32	27	29	30	31	32	31	31	31	(1.4)	(4.2)	1.2	(1.2)
Route 66	15	16	17	18	19	22	19	21	18	18	19	18	17	16	15	17	0.7	(7.4)	5.6	0.8
Subtotal	2,623	2,656	2,468	2,770	2,853	2,890	2,908	3,710	3,040	2,893	3,009	3,189	3,122	2,863	3,227	3,411	1.5	(8.3)	9.2	1.8
Turnpike 43 - Mon/Fayette Expressway[2]																				
Ramp M4	1	2	1	1	4	7	8	8	8	7	8	7	10	10	10	10	18.5	(0.5)	2.7	14.9
M5	140	196	240	275	366	529	665	819	838	742	777	780	812	726	842	907	15.8	(10.7)	11.8	13.3
Ramp M15				0	6	7	9	13	14	8	9	8	8	8	9	10	-	(5.7)	13.0	-
Ramp M18				6	16	19	20	17	36	16	15	19	17	12	13	15	-	(28.1)	11.4	-
M19				182	302	437	605	679	751	661	705	790	815	637	586	681	-	(21.9)	3.4	-
Ramp M22							29	24	40	15	14	14	19	12	12	12	-	(34.9)	1.0	-
Ramp M26							18	22	27	21	23	30	79	56	40	90	-	(28.1)	26.0	-
M35 California	384	478	532	573	574	694	827	1,002	974	871	934	1,004	1,078	854	801	937	9.0	(20.8)	4.8	6.1
Ramp M39	32	34	35	40	45	44	55	61	74	64	85	77	56	54	64	63	4.8	(4.3)	8.4	4.6
Ramp M44	46	68	33	29	53	47	53	56	107	100	96	89	68	56	45	41	3.2	(17.3)	(14.5)	(0.8)
Ramp M48	65	66	60	73	85	97	102	128	165	125	132	125	130	132	124	132	6.0	1.0	0.2	4.9
M52	111	127	125	143	156	173	183	197	210	212	224	235	240	199	223	226	6.7	(17.0)	6.6	4.9
Subtotal	779	971	1,025	1,322	1,607	2,053	2,573	3,026	3,244	2,842	3,022	3,179	3,331	2,754	2,769	3,124	12.9	(17.3)	6.5	9.7
I-576 - Southern Beltway[3]																				
SB Rte. 30	18	27	31	36	29	38	26	31	37	29	37	46					-	-	-	-
SB Westport Rd.	6	14	56	58	33	37	45	84	146	183	183	194					-	-	-	-
Rte. 22	210	249	287	311	312	322	356	391	470	426	444	455					-	-	-	-
S3												821	1,065	1,044	1,346	1,947	-	(1.9)	36.6	-
S7															866	1,241	-	-	-	-
S14															850	1,278	-	-	-	-
Subtotal	234	290	375	405	375	397	427	506	653	637	664	768	1,065	1,044	3,062	4,466	13.5	(1.9)	106.8	21.7
Gateway Toll Plaza[4]																				
Gateway	2,702	2,614	2,259	2,432	2,515	2,457	2,539	2,650	2,731	2,720	2,779	2,916	2,919	2,979	3,325	3,398	0.6	2.1	6.8	1.5
Delaware River Bridge[5]																				
DRB										3,127	2,836	3,601	4,118	4,304	4,805	5,057	-	4.5	8.4	-
All Barrier Facilities																				
Total	11,762	11,999	11,060	12,297	13,107	13,784	14,611	16,372	16,177	18,627	18,953	20,784	21,893	20,900	24,701	27,347	5.3	(4.5)	14.4	5.8
Percent Change Over Prior Year		2.0	(7.8)	11.2	6.6	5.2	6.0	12.0	(1.2)	15.1	1.8	9.7	5.3	(4.5)	18.2	10.7				

(1) Toll rate increases were implemented annually from 2009 through 2022. Some barrier facilities, especially I-576 were exempted from programmed toll increases in some years. Refer to Table 2-1 for details.

(2) On July 11, 2011, the West Virginia section of Turnpike 43 was opened.

(3) The Southern Beltway configuration was changed from three ramp tolls to one mainline toll in June 2018. A 13.2-mile extension with an additional two mainline tolls opened on October 15, 2021.

(4) In CDM Smith's last Investment Grade Traffic and Revenue Study in 2018, Gateway Toll Plaza transactions were reported with the Ticket System. On June 1, 2003 the Gateway Toll Plaza was converted from the western terminus of the ticket system to a barrier plaza and toll classifications were switched from weight-based to axle-based. On January 2, 2006, toll collection was converted from two-way to one-way collection.

(5) On January 3, 2016 the Delaware River Bridge was converted to ORT and separated from the Ticket System.

Table 2-7 Total Vehicles – Average Daily Transactions on the Pennsylvania Turnpike Barrier System

Includes Revenue and Non-Revenue Vehicles

Toll Location	Calendar Year																Average Annual Percent Change			
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2007-19	2019-20	2020-22	2007-2022
Northeast Extension Barrier Plazas																				
Keyser Ave.	8,144	8,144	8,318	8,300	8,462	8,492	8,761	8,660	8,724	8,343	8,326	8,209	8,645	6,046	7,359	7,670	0.5	(30.1)	12.6	(0.4)
Clarks Summit	7,903	7,887	7,897	7,752	7,822	7,930	8,639	8,571	8,246	7,728	7,533	7,460	8,013	5,584	6,684	6,905	0.1	(30.3)	11.2	(0.9)
Subtotal	16,047	16,031	16,215	16,052	16,284	16,422	17,401	17,231	16,970	16,071	15,859	15,669	16,658	11,631	14,043	14,576	0.3	(30.2)	11.9	(0.6)
Turnpike I-376 - Beaver Valley Expressway																				
East Toll 376	11,824	11,836	11,239	11,390	11,561	11,377	10,965	10,801	10,777	10,303	10,257	11,152	11,459	8,673	10,039	10,552	(0.3)	(24.3)	10.3	(0.8)
Beaver Falls Rte. 551	471	497	461	503	490	496	476	435	461	434	469	507	538	524	523	503	1.1	(2.5)	(2.1)	0.4
Moravia Rte. 168	853	953	766	747	869	861	801	809	782	728	732	765	804	735	796	805	(0.5)	(8.6)	4.6	(0.4)
West Toll 376	8,658	8,803	8,651	8,934	8,844	8,655	8,381	8,572	8,605	8,483	8,733	9,500	9,894	7,452	8,606	8,659	1.1	(24.7)	7.8	0.0
Mt. Jackson Rte. 108	1,375	1,665	1,503	1,334	1,306	1,258	1,154	1,101	1,135	1,134	1,184	1,305	1,305	1,081	1,143	1,110	(0.4)	(17.2)	1.3	(1.4)
Subtotal	23,180	23,754	22,620	22,908	23,070	22,648	21,776	21,717	21,760	21,082	21,375	23,229	24,000	18,465	21,106	21,629	0.3	(23.1)	8.2	(0.5)
Turnpike 66 - Amos K. Hutchinson Bypass																				
Rte. 136	808	989	873	907	914	916	885	1,497	982	926	923	965	977	857	1,151	1,226	1.6	(12.4)	19.7	2.8
AKH Mainline	14,378	14,473	14,124	14,537	14,280	14,191	14,093	14,331	14,137	13,499	13,697	13,947	13,600	11,242	12,854	12,937	(0.5)	(17.3)	7.3	(0.7)
Route 30	3,178	4,899	4,910	5,221	5,101	5,001	4,938	4,930	4,883	4,823	4,795	4,776	4,604	4,012	4,577	4,483	3.1	(12.9)	5.7	2.3
Route 130	1,298	1,399	1,400	1,423	1,485	1,362	1,354	1,409	1,362	1,354	1,354	1,402	1,413	1,100	1,338	1,293	0.7	(22.2)	8.4	(0.0)
Route 66	595	778	754	770	793	776	771	855	833	868	846	847	784	616	737	768	2.3	(21.4)	11.6	1.7
Subtotal	20,256	22,539	22,062	22,858	22,572	22,245	22,041	23,022	22,198	21,469	21,614	21,938	21,379	17,826	20,657	20,707	0.5	(16.6)	7.8	0.1
Turnpike 43 - Mon/Fayette Expressway																				
Ramp M4	40	34	23	23	151	306	323	316	321	303	300	277	288	262	305	312	17.9	(8.9)	9.1	14.7
M5	2,292	2,453	2,541	2,752	3,833	5,462	5,889	6,482	6,879	6,797	6,850	6,937	6,992	6,041	7,027	7,080	9.7	(13.6)	8.3	7.8
Ramp M15				13	115	93	90	91	102	89	91	85	85	83	101	110	-	(1.9)	15.0	-
Ramp M18				120	244	300	310	301	363	333	311	300	303	269	295	298	-	(11.1)	5.2	-
M19				457	3,845	4,974	5,501	5,758	6,338	6,406	6,269	6,655	6,599	5,315	5,999	6,327	-	(19.5)	9.1	-
Ramp M22							215	184	210	166	163	153	171	140	146	144	-	(18.0)	1.5	-
Ramp M26							758	791	869	817	858	861	923	796	810	857	-	(13.8)	3.8	-
M35 California	10,608	11,008	10,849	11,088	10,981	11,298	11,414	11,651	12,047	11,506	11,199	11,341	11,344	8,755	9,859	10,696	0.6	(22.8)	10.5	0.1
Ramp M39	1,062	1,087	1,085	1,107	1,118	1,101	1,101	1,067	1,089	1,090	1,073	1,042	977	809	935	923	(0.7)	(17.2)	6.8	(0.9)
Ramp M44	792	817	736	721	718	698	694	703	793	770	800	804	736	564	637	637	(0.6)	(23.4)	6.3	(1.4)
Ramp M48	3,277	3,368	3,416	3,544	3,563	3,634	3,613	3,707	4,219	3,937	3,962	4,112	4,146	3,650	3,694	3,682	2.0	(12.0)	0.4	0.8
M52	7,289	7,478	7,306	7,304	7,305	7,637	7,415	7,230	7,116	6,952	7,027	7,352	7,384	5,552	6,382	6,332	0.1	(24.8)	6.8	(0.9)
Subtotal	25,360	26,245	25,956	27,129	31,873	35,503	37,324	38,281	40,348	39,167	38,903	39,920	39,947	32,236	36,191	37,398	3.9	(19.3)	7.7	2.6
I-576 -Southern Beltway																				
SB Rte. 30	184	250	293	334	394	593	328	342	342	307	427	331					-	-	-	-
SB Westport Rd.	131	144	209	218	196	227	236	333	494	523	522	534					-	-	-	-
Rte. 22	3,124	3,569	4,014	4,208	4,447	4,531	4,361	4,546	4,702	4,716	4,807	4,634					-	-	-	-
S3												5,170	5,515	4,285	5,602	8,630	-	(22.3)	41.9	-
S7															5,102	6,573	-	-	-	-
S14															4,980	6,763	-	-	-	-
Subtotal	3,438	3,963	4,517	4,760	5,037	5,351	4,925	5,220	5,538	5,546	5,756	5,307	5,515	4,285	15,683	21,966	4.0	(22.3)	126.4	13.2
Gateway Toll Plaza[4]																				
Gateway	10,884	10,688	10,700	11,148	11,258	11,276	11,506	11,592	11,939	12,189	12,273	12,331	12,202	9,508	11,596	11,779	1.0	(22.1)	11.3	0.5
Delaware River Bridge[5]																				
DRB										21,678	19,070	23,700	28,831	22,368	28,715	30,712	-	(22.4)	17.2	-
All Barrier Facilities																				
Total	99,165	103,219	102,070	104,855	110,094	113,445	114,973	117,063	118,753	137,202	134,851	142,095	148,533	116,320	147,991	158,766	3.4	(21.7)	16.8	3.2
Percent Change Over Prior Year		4.1	(1.1)	2.7	5.0	3.0	1.3	1.8	1.4	15.5	(1.7)	5.4	4.5	(21.7)	27.2	7.3				

(1) Toll rate increases were implemented annually from 2009 through 2022. Some barrier facilities, especially I-576 were exempted from programmed toll increases in some years. Refer to Table 2-1 for details.

(2) On July 11, 2011, the West Virginia section of Turnpike 43 was opened.

(3) The Southern Beltway configuration was changed from three ramp tolls to one mainline toll in June 2018. A 13.2-mile extension with an additional two mainline tolls opened on October 15, 2021.

(4) In CDM Smith's last Investment Grade Traffic and Revenue Study in 2018, Gateway Toll Plaza transactions were reported with the Ticket System. On June 1, 2003 the Gateway Toll Plaza was converted from the western terminus of the ticket system to a barrier plaza and toll classifications were switched from weight-based to axle-based. On January 2, 2006, toll collection was converted from two-way to one-way collection.

(5) On January 3, 2016 the Delaware River Bridge was converted to ORT and separated from the Ticket System.

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2.4 Monthly Transactions and Gross Toll Revenue Trends

This section discusses monthly transactions and toll revenue trends by fiscal year (FY) from FY 2018-19 through FY 2022-23 for the Ticket System, Barrier System, and the total Turnpike System. The last actual data point is March 2023. Trend data is provided separately for passenger cars and commercial vehicles. The transaction data includes only toll transactions at exiting toll plazas and includes non-revenue transactions. These tables present the relationship between the transactions and toll revenue, highlight differences in seasonal variation, and isolate shorter-term impacts that may not be apparent in annual trends.

2.4.1 Ticket System Monthly Trends

Monthly transaction and toll revenue trends for the Ticket System are presented in **Table 2-8** from FY 2018-19 through March of FY 2022-23. Passenger car transactions decreased by 13.8% in FY 2019-20 and decreased a further 14.7% in FY 2020-21 compared to the previous year. The decline is a result of the COVID-19 pandemic, which began impacting Turnpike traffic in March 2020 due to school and business closures and stay-at-home orders being implemented across the nation. While the impacts were confined to the last three months of the fiscal year, these three months (March, April, and May of 2020) were also the most heavily impacted as passenger car traffic was 38-70% lower than the equivalent month in 2019. While monthly impacts lessened throughout FY 2020-21, transactions still declined more than 22% each month through February 2021 before experiencing significant increases in March, April, and May as monthly transactions began to be compared against the first months of the pandemic. As the pandemic moved into its second year, traffic recovered significantly, with FY 2021-22 transactions outpacing FY 2020-21 transactions by 19.0%.

Through the first 10 months of FY 2022-23, passenger car transactions have grown 0.9% over the same period in the previous fiscal year. However, that overall growth level has been bifurcated, with six consecutive months of negative growth from June through December, followed by four consecutive months of positive growth from December through March. January 2023 had particularly high growth of 16.3% because of depressed transaction levels in January 2022 that resulted from numerous heavy snowfalls and a surge in COVID-19 cases due to the Omicron variant.

Passenger car toll revenue performed better than transactions due to annual toll rate increases. Passenger car toll revenue declined 8.8% in FY 2019-20 and a further 12.8% in FY 2020-21. Revenue was somewhat bolstered in FY 2020-21 by the implementation of a 45% surcharge for TBP transactions in January 2021. Revenue had a strong recovery in FY 2021-22, growing 34.9% over the previous fiscal year and exceeding revenue in the last full fiscal year prior to the pandemic. In the current fiscal year, passenger car toll revenue on the Ticket System increased by 4.4% through March 2023 compared to the same period in the previous year. Although this is 3.5% higher in absolute terms than transactions growth over the same period, it is less than the 5% toll rate increase that was instituted in this period, indicating that average trips lengths are decreasing even as the total number of transactions rise.

During this same period, commercial vehicle transactions and revenue did not decline as severely as and recovered more quickly and strongly than did passenger car transactions and revenue. Transactions declined only 2.8% in FY 2019-20 and grew 4.6% in FY 2020-21 and a further 7.9% in FY 2021-22. However, year-to-date in FY 2022-23, CV transactions have experienced very slight negative growth of 0.1%, with transaction levels remaining within plus-or-minus 5% of the previous year for each of the 10 months completed thus far in the fiscal year. Furthermore, six of the past seven months have experienced negative transactions growth, indicating a softening of the strong demand for CV traffic that lasted throughout 2021 and 2022. Annual toll revenue increased 1.0% in FY 2019-20, 6.5% in FY 2020-21, and 15.2% in FY 2021-22. Through March 2023, FY 2022-23 revenue has grown 5.7% compared to the same period in the previous fiscal year. Conversely to what was experienced by PCs, this represents more growth than what would be expected by the 5% toll rate increase alone, indicating that CV revenues are a result of a higher increase in TBP revenue compared to CV E-ZPass revenue, longer trips, and/or larger vehicles compared to the prior year.

Total Ticket System transactions decreased by 12.2% in FY 2019-20 and a further 11.6% in FY 2020-21. In FY 2021-22 transactions grew 16.9% percent. Through March 2023, FY 2022-23 transactions have increased 0.7% compared to the same period in the prior fiscal year. Total Ticket System toll revenue decreased by 4.3% in FY 2019-20 and by 3.5% in FY 2020-21 before increasing 24.5% in FY 2021-22. Year-to-date toll revenue through March in FY 2022-23 has increased by 5.0% compared to the same period in the prior fiscal year.

Table 2-8 Ticket System – Monthly Transaction and Revenue Trends

Toll Transactions (in 1,000s, including both tolled and non-revenue transactions)

	Passenger Cars									Commercial Vehicles									Total Vehicles								
Month	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23
June	12,180	(2.9)	11,829	(36.1)	7,560	39.8	10,569	(1.0)	10,458	2,059	(1.5)	2,029	(0.2)	2,024	11.3	2,253	3.6	2,334	14,239	(2.7)	13,857	(30.8)	9,584	33.8	12,822	(0.2)	12,793
July	12,218	(0.9)	12,103	(27.1)	8,817	26.1	11,115	(4.2)	10,650	2,036	4.8	2,133	(2.6)	2,077	7.6	2,235	(2.2)	2,185	14,255	(0.1)	14,236	(23.5)	10,894	22.5	13,350	(3.9)	12,835
August	12,665	(1.7)	12,447	(25.8)	9,241	18.6	10,964	(0.9)	10,867	2,173	(0.4)	2,163	(5.1)	2,053	10.8	2,276	4.5	2,379	14,838	(1.5)	14,610	(22.7)	11,294	17.2	13,240	0.0	13,246
September	11,420	(0.5)	11,368	(22.4)	8,824	16.7	10,295	(0.3)	10,261	1,910	5.3	2,010	2.1	2,052	9.3	2,243	(0.3)	2,237	13,329	0.4	13,378	(18.7)	10,876	15.3	12,538	(0.3)	12,498
October	12,090	(0.8)	11,999	(22.8)	9,269	17.2	10,867	(2.2)	10,623	2,162	0.8	2,179	(2.4)	2,126	6.8	2,270	(2.6)	2,211	14,252	(0.5)	14,178	(19.6)	11,395	15.3	13,137	(2.3)	12,834
November	11,171	(0.3)	11,141	(29.3)	7,872	27.8	10,063	(0.8)	9,984	1,906	(0.3)	1,902	(0.5)	1,892	11.3	2,106	(1.1)	2,083	13,078	(0.3)	13,042	(25.1)	9,764	24.6	12,169	(0.8)	12,067
December	11,007	(0.8)	10,920	(33.0)	7,314	33.5	9,762	0.5	9,806	1,761	2.9	1,812	4.4	1,892	8.7	2,057	(3.4)	1,987	12,768	(0.3)	12,732	(27.7)	9,205	28.4	11,819	(0.2)	11,793
January	9,973	1.8	10,157	(27.7)	7,341	6.4	7,808	16.3	9,085	1,817	2.7	1,866	(2.4)	1,821	3.2	1,879	4.6	1,965	11,790	2.0	12,022	(23.8)	9,162	5.7	9,687	14.1	11,049
February	9,433	4.7	9,876	(35.2)	6,398	29.8	8,307	3.4	8,586	1,661	4.0	1,727	(5.8)	1,626	14.9	1,869	(1.6)	1,840	11,094	4.6	11,602	(30.8)	8,024	26.8	10,177	2.4	10,426
March	11,057	(37.6)	6,901	24.9	8,622	10.0	9,483	3.7	9,837	1,888	(5.4)	1,786	18.7	2,121	5.0	2,228	(2.7)	2,168	12,945	(32.9)	8,687	23.7	10,743	9.0	11,710	2.5	12,005
April	11,325	(69.7)	3,437	165.4	9,122	8.9	9,934			2,017	(25.6)	1,501	41.3	2,120	1.6	2,154			13,342	(63.0)	4,938	127.7	11,243	7.5	12,088		
May	12,010	(53.9)	5,540	80.7	10,014	3.2	10,332			2,137	(17.9)	1,755	20.0	2,106	6.3	2,238			14,147	(48.4)	7,295	66.1	12,119	3.7	12,569		
Total Year	136,551	(13.8)	117,716	(14.7)	100,394	19.0	119,499			23,527	(2.8)	22,863	4.6	23,910	7.9	25,807			160,078	(12.2)	140,579	(11.6)	124,304	16.9	145,306		
June - Mar	113,215	(4.0)	108,739	(25.3)	81,258	22.1	99,233	0.9	100,157	19,373	1.2	19,607	0.4	19,684	8.8	21,415	(0.1)	21,389	132,589	(3.2)	128,346	(21.4)	100,942	19.5	120,648	0.7	121,546

Toll Revenue (in $1,000s)

	Passenger Cars									Commercial Vehicles									Total Vehicles								
Month	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23
June	$56,349	7.6	$60,635	(41.8)	$35,319	62.5	$57,377	7.3	$61,561	$43,898	5.1	$46,135	(2.0)	$45,213	18.6	$53,638	11.7	$59,916	$100,247	6.5	$106,770	(24.6)	$80,532	37.9	$111,015	9.4	$121,477
July	59,123	8.5	64,149	(33.4)	42,697	60.3	68,423	(1.6)	67,357	43,294	10.4	47,784	(4.3)	45,733	17.3	53,654	7.4	57,631	102,417	9.3	111,932	(21.0)	88,430	38.0	122,077	2.4	124,988
August	60,200	8.8	65,501	(28.3)	46,956	38.1	64,828	4.2	67,533	46,144	5.5	48,699	(4.5)	46,518	17.4	54,595	13.3	61,836	106,344	7.4	114,200	(18.1)	93,474	27.8	119,423	8.3	129,369
September	51,234	7.0	54,814	(24.3)	41,486	29.3	53,642	12.7	60,460	41,775	7.7	45,003	0.1	45,044	14.7	51,683	11.4	57,574	93,009	7.3	99,817	(13.3)	86,530	21.7	105,325	12.1	118,034
October	51,943	9.7	57,006	(21.0)	45,050	44.2	64,959	(7.8)	59,891	45,892	5.4	48,375	(0.2)	48,290	18.7	57,319	(0.5)	57,051	97,835	7.7	105,381	(11.4)	93,340	31.0	122,279	(4.4)	116,941
November	49,943	7.6	53,745	(32.5)	36,273	32.8	48,187	18.1	56,911	41,520	1.1	41,991	1.6	42,656	13.9	48,605	11.7	54,268	91,463	4.7	95,736	(17.6)	78,929	22.6	96,792	14.9	111,179
December	48,312	10.0	53,142	(35.4)	34,329	72.9	59,349	(8.0)	54,612	38,457	7.1	41,206	8.0	44,492	20.5	53,632	(3.6)	51,699	86,769	8.7	94,348	(16.5)	78,821	43.3	112,981	(5.9)	106,311
January	42,828	10.1	47,167	(23.0)	36,314	26.5	45,926	9.2	50,149	42,586	7.4	45,721	(1.1)	45,231	14.1	51,605	3.1	53,183	85,414	8.8	92,888	(12.2)	81,545	19.6	97,532	5.9	103,331
February	41,868	10.5	46,274	(33.2)	30,899	40.9	43,533	5.5	45,943	39,811	8.3	43,112	(2.3)	42,135	18.8	50,044	2.1	51,084	81,679	9.4	89,386	(18.3)	73,034	28.1	93,578	3.7	97,027
March	51,714	(40.2)	30,904	39.5	43,127	17.6	50,734	12.0	56,814	45,684	(6.7)	42,610	25.4	53,427	11.3	59,456	1.9	60,613	97,398	(24.5)	73,515	31.3	96,553	14.1	110,190	6.6	117,427
April	53,860	(75.2)	13,360	265.6	48,848	14.9	56,151			46,431	(21.4)	36,517	42.4	51,990	7.4	55,817			100,291	(50.3)	49,878	102.2	100,838	11.0	111,968		
May	59,310	(57.6)	25,131	128.4	57,404	3.8	59,559			48,818	(12.8)	42,565	25.3	53,338	12.5	60,013			108,128	(37.4)	67,696	63.6	110,743	8.0	119,573		
Total Year	$626,685	(8.8)	$571,829	(12.8)	$498,703	34.9	$672,668			$524,309	1.0	$529,717	6.5	$564,067	15.2	$650,063			$1,150,994	(4.3)	$1,101,546	(3.5)	$1,062,770	24.5	$1,322,732		
June - Mar	513,514	3.9	533,337	(26.4)	392,450	41.9	556,958	4.4	$581,231	429,060	5.0	450,635	1.8	458,739	16.5	534,233	5.7	$564,853	942,575	4.4	983,972	(13.5)	851,189	28.2	1,091,191	5.0	$1,146,084

NOTES:

(1) Toll increases occur every year with exceptions. Refer to Table 2-1 for details.

(2) Ramps connecting I-95 to I-276 opened to traffic in September 2018.

(3) Leap year occurred in 2020, resulting in exaggerated traffic and toll revenue impacts in February 2020 compared to February 2019.

(4) In response to the COVID-19 pandemic, schools were closed state-wide on March 16, 2020 and stay-at-home orders for some counties began to effect on March 23, 2020. A state-wide stay-at-home order was issued April 1, 2020 and lifted on June 5, 2020.

(5) AET conversion occurred in June 2020.

(6) Totals may not equal the sum of all parts due to rounding.

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2.4.2 Barrier System Monthly Trends

Table 2-9 presents monthly transaction and toll revenue trends for the Barrier System. Traffic and revenue trends for both passenger car and commercial vehicles were largely similar to those experienced on the Ticket System. Passenger car transactions decreased by 9.6% in FY 2019-20 and 9.0% in FY 2020-21 before growing by 22.3% in FY 2021-22. The opening of a 13.2-mile extension of the Southern Beltway in October 2021 provided additional transaction and revenue growth beyond continued recovery from the COVID-19 pandemic. Passenger car transactions through March have increased by 8.8% in FY 2022-23 year-to-date compared to the previous fiscal year.

Passenger car toll revenue decreased by 1.6% in FY 2019-20 and by less than 0.1% in FY 2020-21. In FY 2021-22 passenger car toll revenue increased by 31.8%. Thus far in FY 2022-23, passenger car revenue has increased by 12.4% compared to the same period in the prior fiscal year. Revenue declines in FY 2019-20 and 2020-21 were much smaller than declines for transactions or Ticket System revenues, primarily due to the implementation of a 45% TBP toll surcharge on BVE, AKH, and Gateway in October 2019 and MFE in January 2021.

Commercial vehicle transactions decreased by 1.0% in FY 2019-20 and grew by 3.1% in FY 2020-21 and 14.9% in FY 2021-22. Year-to-date, FY 2022-23 commercial vehicle transactions have increased 12.3% over the same period in the prior year. Toll revenue on the Barrier System has increased each of the past three fiscal years, including during the pandemic. Commercial vehicle toll revenue grew 7.7% in FY 2019-20, 10.6% in FY 2020-21, and 17.5% in FY 2021-22. Thus far in FY 2022-23, commercial vehicle toll revenue has increased by 11.7% through March 2023. These increases in toll revenue are driven by the strong performance of commercial vehicle traffic through the pandemic, annual toll increases, and the imposition of a 45% TBP toll surcharge on BVE, AKH, and Gateway during this period.

Total Barrier System transactions decreased by 8.4% in FY 2019-20 and by 7.1% in FY 2020-21. In FY 2021-22, transactions increased by 21.0%. Through March, transactions in FY 2022-23 have increased by 9.4% over the same time period in the prior fiscal year. Total Barrier System toll revenue increased by 2.0% in FY 2019-20, 4.3% in FY 2020-21, and 25.6% in FY 2021-22. Toll revenue year-to-date in FY 2022-23 has increased by 12.1% compared to the same period in the prior fiscal year.

2.4.3 Total Turnpike System Monthly Trends

Table 2-10 presents the monthly transaction and toll revenue trends for the total Turnpike System. Passenger car transactions declined 12.8% in FY 2019-20 and 13.2% in FY 2020-21 before increasing 19.9% in FY 2021-22. Passenger car transactions have increased 3.1% in FY 2022-23 year-to-date compared to the prior year. Passenger car toll revenue performed more strongly than did transactions due to toll rate increases that were implemented each year and TBP surcharges implemented on some toll systems in 2019, 2020, and 2021. Passenger car toll revenue decreased 7.7% in FY 2019-20 and 10.7% in FY 2020-21 before increasing 34.3% in FY 2021-22. Through March 2023, passenger car toll revenue in FY 2022-23 has increased 5.8% compared to the same period in the prior fiscal year.

Commercial vehicle transactions decreased 2.4% in FY 2019-20 and increased by 4.2% in FY 2020-21 and 9.7% in FY 2021-22. Through March, FY 2022-23 transactions have grown 3.1% compared to the same period in the prior fiscal year. Toll revenue increased 1.8% in FY 2019-20, 7.0% in FY 2020-21, 15.5% in FY 2021-22, and 6.5% in FY 2022-23 through March 2023.

Total transactions decreased 11.2% in FY 2019-20 and 10.4% in FY 2020-21 before increasing 18.0% in FY 2021-22 and 3.1% through March 2023 in FY 2023-23 compared to the same period in the prior year. Total toll revenue decreased by 3.4% in FY 2019-20 and 2.4% in FY 2020-21 but increased by 24.6% in FY 2021-22 and 6.1% in FY 2022-23 through March 2023.

Table 2-9 Combined Barrier Facilities – Monthly Transaction and Revenue Trends

Toll Transactions (in 1,000s, including both tolled and non-revenue transactions)

	Passenger Cars									Commercial Vehicles									Total Vehicles								
Month	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23
June	3,907	5.9	4,137	(27.6)	2,997	26.5	3,791	11.0	4,207	675	2.2	690	0.3	692	8.3	749	20.8	905	4,581	5.4	4,827	(23.6)	3,689	23.1	4,541	12.6	5,112
July	4,099	6.4	4,362	(21.8)	3,410	18.9	4,056	10.2	4,470	680	6.7	725	(1.9)	711	3.5	736	17.3	863	4,779	6.4	5,087	(19.0)	4,121	16.3	4,792	11.3	5,332
August	4,247	4.2	4,424	(20.4)	3,521	15.1	4,053	12.5	4,560	735	0.1	736	(6.0)	692	8.5	751	25.7	944	4,982	3.6	5,160	(18.4)	4,212	14.0	4,804	14.6	5,504
September	3,791	4.1	3,946	(14.6)	3,369	11.8	3,765	13.6	4,278	645	6.8	689	2.4	706	4.8	739	21.2	896	4,436	4.5	4,635	(12.1)	4,074	10.6	4,504	14.9	5,174
October	4,046	1.2	4,096	(16.2)	3,433	19.3	4,097	6.9	4,378	727	3.1	749	(4.6)	715	10.1	787	13.0	889	4,773	1.5	4,845	(14.4)	4,148	17.7	4,884	7.9	5,268
November	3,737	(0.9)	3,705	(22.9)	2,858	37.6	3,932	2.3	4,024	623	2.9	641	(3.8)	617	24.5	768	7.7	827	4,360	(0.3)	4,346	(20.1)	3,474	35.3	4,700	3.2	4,851
December	3,666	(0.4)	3,651	(27.8)	2,635	44.5	3,809	3.0	3,924	565	4.7	592	1.4	600	24.8	749	2.6	768	4,231	0.3	4,243	(23.8)	3,235	40.9	4,557	3.0	4,692
January	3,171	3.6	3,284	(20.9)	2,597	18.2	3,069	16.1	3,562	589	4.5	615	(4.3)	589	16.6	686	10.5	758	3,760	3.7	3,899	(18.3)	3,186	17.9	3,755	15.0	4,320
February	3,108	2.3	3,180	(24.9)	2,387	32.6	3,165	7.4	3,400	542	5.7	573	(4.3)	549	24.8	685	4.6	716	3,650	2.8	3,753	(21.8)	2,935	31.1	3,849	6.9	4,116
March	3,668	(32.1)	2,489	26.7	3,155	18.2	3,730	6.2	3,960	626	(3.8)	603	15.3	695	20.4	837	0.9	844	4,294	(28.0)	3,092	24.5	3,849	18.6	4,567	5.2	4,804
April	3,825	(62.2)	1,445	129.8	3,322	19.6	3,972			686	(25.0)	515	38.5	713	13.8	811			4,511	(56.5)	1,960	105.8	4,035	18.5	4,783		
May	4,131	(44.3)	2,303	57.9	3,637	15.2	4,191			726	(15.7)	611	14.4	699	24.5	871			4,857	(40.0)	2,914	48.8	4,336	16.7	5,062		
Total Year	45,395	(9.6)	41,022	(9.0)	37,320	22.3	45,629			7,819	(1.0)	7,739	3.1	7,977	14.9	9,169			53,214	(8.4)	48,761	(7.1)	45,296	21.0	54,798		
June - Mar	37,439	(0.4)	37,274	(18.5)	30,361	23.4	37,466	8.8	40,763	6,408	3.2	6,612	(0.7)	6,564	14.0	7,486	12.3	8,410	43,847	0.1	43,886	(15.9)	36,925	21.7	44,952	9.4	49,173

Toll Revenue (in $1,000s)

	Passenger Cars									Commercial Vehicles									Total Vehicles								
Month	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23
June	$9,506	16.4	$11,069	(21.7)	$8,667	40.4	$12,165	13.7	$13,826	$5,890	8.1	$6,367	9.8	$6,989	14.6	$8,010	18.7	$9,504	$15,396	13.2	$17,436	(10.2)	$15,656	28.9	$20,175	15.6	$23,330
July	10,022	17.7	11,799	(18.8)	9,577	43.0	13,699	10.9	15,191	5,808	14.2	6,633	5.5	6,997	13.3	7,928	15.3	9,142	15,830	16.4	18,433	(10.1)	16,574	30.5	21,627	12.5	24,333
August	10,308	14.5	11,807	(10.7)	10,540	23.0	12,969	14.7	14,872	6,262	8.4	6,791	3.3	7,012	14.1	8,002	22.5	9,803	16,570	12.2	18,598	(5.6)	17,552	19.5	20,971	17.7	24,674
September	9,083	13.8	10,333	(8.3)	9,477	24.1	11,765	18.9	13,988	5,566	14.3	6,363	9.9	6,995	12.2	7,851	19.2	9,357	14,649	14.0	16,696	(1.3)	16,472	19.1	19,616	19.0	23,345
October	9,634	9.7	10,569	(1.9)	10,366	30.2	13,492	6.2	14,332	6,326	10.4	6,983	6.1	7,406	15.8	8,573	8.4	9,291	15,961	10.0	17,552	1.3	17,772	24.2	22,065	7.1	23,623
November	9,185	12.0	10,291	(24.6)	7,756	53.6	11,913	10.1	13,120	5,595	12.5	6,296	1.4	6,383	23.7	7,895	11.6	8,807	14,780	12.2	16,587	(14.8)	14,140	40.1	19,808	10.7	21,927
December	9,040	15.0	10,392	(22.8)	8,018	48.3	11,890	7.1	12,733	5,198	16.6	6,061	8.6	6,580	23.3	8,109	1.7	8,247	14,238	15.6	16,452	(11.3)	14,597	37.0	19,999	4.9	20,980
January	8,114	18.7	9,627	(16.8)	8,010	26.9	10,163	18.9	12,088	5,702	13.7	6,482	3.1	6,685	15.3	7,705	11.2	8,568	13,816	16.6	16,109	(8.8)	14,695	21.6	17,868	15.6	20,656
February	7,950	14.2	9,083	(24.0)	6,905	50.9	10,423	10.2	11,483	5,311	13.7	6,038	0.0	6,040	28.0	7,731	5.3	8,141	13,261	14.0	15,121	(14.4)	12,945	40.2	18,154	8.1	19,624
March	9,682	(31.4)	6,642	47.8	9,815	21.0	11,875	15.1	13,668	6,075	4.4	6,345	23.3	7,821	18.1	9,237	4.4	9,639	15,757	(17.6)	12,987	35.8	17,636	19.7	21,112	10.4	23,307
April	10,047	(62.4)	3,774	182.4	10,658	22.1	13,009			6,395	(11.9)	5,632	37.7	7,757	13.8	8,830			16,443	(42.8)	9,406	95.8	18,414	18.6	21,839		
May	10,950	(42.5)	6,295	88.4	11,862	15.9	13,753			6,741	(5.9)	6,343	21.8	7,727	20.5	9,309			17,691	(28.6)	12,638	55.0	19,589	17.7	23,062		
Total Year	$113,521	(1.6)	$111,681	(0.0)	$111,651	31.8	$147,115			$70,871	7.7	$76,334	10.6	$84,391	17.5	$99,180			$184,392	2.0	$188,015	4.3	$196,042	25.6	$246,295		
June - Mar	92,524	9.8	101,612	(12.3)	89,131	35.0	120,354	12.4	$135,301	57,734	11.5	64,358	7.1	68,908	17.6	81,041	11.7	$90,498	150,258	10.5	165,971	(4.8)	158,038	27.4	201,394	12.1	$225,799

NOTES:

(1) Toll increases occur every year with exceptions. Refer to Table 2-1 for details.

(2) Leap year occurred in 2020, resulting in exaggerated traffic and toll revenue impacts in February 2020 compared to February 2019.

(3) In response to the COVID-19 pandemic, schools were closed state-wide on March 16, 2020 and stay-at-home orders for some counties began to effect on March 23, 2020. A state-wide stay-at-home order was issued April 1, 2020 and lifted on June 5, 2020.

(4) AET conversions at Southern Beltway, Amos K Hutchinson Bypass, Gateway Toll Plaza, and Mon/Fayette Expressway occurred in June 2018, October 2019, October 2019, and June 2020, respectively .

(5) A 13.2-mile extension of the Southern Beltway opened on October 15, 2021.

(6) Totals may not equal the sum of all parts due to rounding.

Table 2-10 Total Turnpike System – Monthly Transaction and Revenue Trends

Toll Transactions (in 1,000s, including both tolled and non-revenue transactions)

	Passenger Cars									Commercial Vehicles									Total Vehicles								
Month	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23
June	16,087	(0.8)	15,966	(33.9)	10,557	36.0	14,360	2.1	14,665	2,734	(0.6)	2,719	(0.1)	2,716	10.6	3,002	7.9	3,239	18,821	(0.7)	18,685	(29.0)	13,273	30.8	17,363	3.1	17,904
July	16,318	0.9	16,464	(25.7)	12,228	24.1	15,171	(0.3)	15,120	2,716	5.2	2,858	(2.5)	2,788	6.5	2,970	2.6	3,047	19,033	1.5	19,323	(22.3)	15,016	20.8	18,141	0.1	18,167
August	16,912	(0.2)	16,871	(24.4)	12,762	17.7	15,017	2.7	15,427	2,908	(0.3)	2,899	(5.3)	2,745	10.3	3,026	9.8	3,323	19,820	(0.3)	19,770	(21.6)	15,507	16.4	18,044	3.9	18,750
September	15,211	0.7	15,314	(20.4)	12,193	15.3	14,060	3.4	14,539	2,554	5.7	2,699	2.2	2,758	8.2	2,983	5.0	3,133	17,765	1.4	18,013	(17.0)	14,951	14.0	17,042	3.7	17,672
October	16,136	(0.3)	16,095	(21.1)	12,702	17.8	14,963	0.3	15,002	2,889	1.4	2,928	(3.0)	2,841	7.6	3,057	1.4	3,100	19,025	(0.0)	19,023	(18.3)	15,543	15.9	18,021	0.5	18,102
November	14,909	(0.4)	14,846	(27.7)	10,730	30.4	13,995	0.1	14,008	2,530	0.5	2,543	(1.3)	2,509	14.6	2,874	1.3	2,910	17,438	(0.3)	17,388	(23.9)	13,238	27.4	16,869	0.3	16,918
December	14,673	(0.7)	14,571	(31.7)	9,949	36.4	13,570	1.2	13,730	2,327	3.3	2,404	3.6	2,492	12.6	2,806	(1.8)	2,756	17,000	(0.1)	16,975	(26.7)	12,441	31.6	16,376	0.7	16,485
January	13,144	2.3	13,441	(26.1)	9,939	9.4	10,877	16.3	12,646	2,406	3.1	2,481	(2.9)	2,410	6.4	2,565	6.2	2,723	15,550	2.4	15,922	(22.4)	12,348	8.9	13,442	14.3	15,369
February	12,541	4.1	13,055	(32.7)	8,785	30.6	11,472	4.5	11,986	2,203	4.4	2,300	(5.4)	2,175	17.4	2,554	0.1	2,556	14,745	4.1	15,355	(28.6)	10,960	28.0	14,026	3.7	14,542
March	14,725	(36.2)	9,390	25.4	11,777	12.2	13,213	4.4	13,797	2,515	(5.0)	2,389	17.9	2,816	8.8	3,064	(1.7)	3,012	17,239	(31.7)	11,779	23.9	14,593	11.5	16,277	3.3	16,810
April	15,150	(67.8)	4,882	154.9	12,444	11.7	13,906			2,703	(25.4)	2,016	40.6	2,833	4.7	2,965			17,853	(61.4)	6,898	121.5	15,277	10.4	16,871		
May	16,141	(51.4)	7,843	74.0	13,650	6.4	14,523			2,863	(17.3)	2,366	18.6	2,805	10.8	3,109			19,004	(46.3)	10,209	61.2	16,456	7.1	17,632		
Total Year	181,946	(12.8)	158,738	(13.2)	137,714	19.9	165,128			31,347	(2.4)	30,602	4.2	31,887	9.7	34,976			213,292	(11.2)	189,340	(10.4)	169,601	18.0	200,103		
June - Mar	150,654	(3.1)	146,013	(23.6)	111,619	22.5	136,699	3.1	140,920	25,781	1.7	26,220	0.1	26,248	10.1	28,902	3.1	29,800	176,435	(2.4)	172,233	(20.0)	137,868	20.1	165,601	3.1	170,719

Toll Revenue (in $1,000s)

	Passenger Cars									Commercial Vehicles									Total Vehicles								
Month	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23	2018-19	% Chg	2019-20	% Chg	2020-21	% Chg	2021-22	% Chg	2022-23
June	$65,855	8.9	$71,705	(38.7)	$43,987	58.1	$69,542	8.4	$75,387	$49,788	5.5	$52,502	(0.6)	$52,201	18.1	$61,648	12.6	$69,420	$115,643	7.4	$124,206	(22.6)	$96,188	36.4	$131,190	10.4	$144,807
July	69,145	9.8	75,948	(31.2)	52,274	57.1	82,121	0.5	82,549	49,102	10.8	54,417	(3.1)	52,730	16.8	61,582	8.4	66,772	118,247	10.2	130,365	(19.5)	105,004	36.9	143,703	3.9	149,321
August	70,508	9.6	77,308	(25.6)	57,496	35.3	77,797	5.9	82,405	52,406	5.9	55,490	(3.5)	53,529	16.9	62,598	14.4	71,638	122,914	8.0	132,798	(16.4)	111,025	26.5	140,394	9.7	154,043
September	60,317	8.0	65,147	(21.8)	50,963	28.3	65,407	13.8	74,449	47,341	8.5	51,366	1.3	52,040	14.4	59,534	12.4	66,931	107,658	8.2	116,512	(11.6)	103,003	21.3	124,941	13.2	141,379
October	61,577	9.7	67,575	(18.0)	55,416	41.6	78,451	(5.4)	74,223	52,218	6.0	55,358	0.6	55,697	18.3	65,892	0.7	66,341	113,795	8.0	122,933	(9.6)	111,112	29.9	144,344	(2.6)	140,564
November	59,128	8.3	64,036	(31.2)	44,030	36.5	60,100	16.5	70,031	47,115	2.5	48,287	1.6	49,039	15.2	56,500	11.6	63,075	106,243	5.7	112,323	(17.1)	93,069	25.3	116,600	14.2	133,106
December	57,352	10.8	63,533	(33.3)	42,347	68.2	71,239	(5.5)	67,345	43,656	8.3	47,267	8.1	51,072	20.9	61,742	(2.9)	59,946	101,007	9.7	110,800	(15.7)	93,418	42.3	132,981	(4.3)	127,291
January	50,941	11.5	56,794	(22.0)	44,324	26.5	56,090	11.0	62,236	48,288	8.1	52,202	(0.5)	51,916	14.2	59,310	4.1	61,751	99,230	9.8	108,997	(11.7)	96,240	19.9	115,400	7.4	123,987
February	49,819	11.1	55,357	(31.7)	37,804	42.7	53,956	6.4	57,427	45,122	8.9	49,150	(2.0)	48,175	19.9	57,775	2.5	59,224	94,940	10.1	104,507	(17.7)	85,979	30.0	111,731	4.4	116,651
March	61,396	(38.8)	37,546	41.0	52,941	18.3	62,609	12.6	70,482	51,759	(5.4)	48,955	25.1	61,248	12.2	68,693	2.3	70,252	113,155	(23.6)	86,502	32.0	114,189	15.0	131,302	7.2	140,733
April	63,907	(73.2)	17,134	247.3	59,506	16.2	69,160			52,826	(20.2)	42,149	41.8	59,747	8.2	64,647			116,733	(49.2)	59,283	101.2	119,253	12.2	133,806		
May	70,260	(55.3)	31,426	120.4	69,267	5.8	73,312			55,560	(12.0)	48,909	24.9	61,065	13.5	69,323			125,820	(36.2)	80,335	62.2	130,332	9.4	142,635		
Total Year	$740,205	(7.7)	$683,511	(10.7)	$610,353	34.3	$819,784			$595,180	1.8	$606,050	7.0	$648,458	15.5	$749,243			$1,335,385	(3.4)	$1,289,561	(2.4)	$1,258,812	24.6	$1,569,027		
June - Mar	606,038	4.8	634,950	(24.2)	481,581	40.6	677,312	5.8	$716,533	486,795	5.8	514,993	2.5	527,646	16.6	615,273	6.5	$655,351	1,092,833	5.2	1,149,943	(12.2)	1,009,227	28.1	1,292,585	6.1	$1,371,883

NOTES:

(1) Toll increases occur every year with exceptions. Refer to Table 2-1 for details.

(2) Ramps connecting I-95 to I-276 opened to traffic in September 2018.

(3) Leap year occurred in 2020, resulting in exaggerated traffic and toll revenue impacts in February 2020 compared to February 2019.

(4) In response to the COVID-19 pandemic, schools were closed state-wide on March 16, 2020 and stay-at-home orders for some counties began to effect on March 23, 2020. A state-wide stay-at-home order was issued April 1, 2020 and lifted on June 5, 2020.

(5) AET conversions at Southern Beltway, Amos K Hutchinson Bypass, Gateway Toll Plaza, Mon/Fayette Expressway, and the Ticket System occurred in June 2018, October 2019, October 2019, June 2020, and June 2020, respectively .

(6) A 13.2-mile extension of the Southern Beltway opened on October 15, 2021.

(7) Totals may not equal the sum of all parts due to rounding.

2.5 Comparison of Commercial Activity and Total Turnpike Toll Transactions

Table 2-11 presents a comparison between three measures of economic growth, and transaction growth on the Turnpike System from 2015 through 2022. Annual percent changes in Turnpike System transactions over the prior year are compared to annual percent changes in the U.S. gross domestic product (GDP); the gross regional product (GRP) for Pennsylvania, New York, and New Jersey combined; and the Pennsylvania gross state product (GSP). U.S. GDP is actual through 2022, while the GRP and GSP are actual through 2021 and estimated for 2022.

Over this period, U.S. GDP generally performed equal to or better than did GRP or GSP, with the one exception coming in 2022 where GSP and GDP both grew 2.1% and GRP grew 2.9%. This indicates that in 2022 Pennsylvania's economic growth was on par with the United States as a whole, while New York and New Jersey combined had even stronger growth, which aligns with the strong performance of the Mid-Atlantic GRP. As discussed previously, commercial vehicle transactions growth has generally been stronger than passenger car transactions growth, with the exception coming in 2021 due to passenger car transactions rebounding from the steep decline experienced in 2020 because of the COVID-19 pandemic.

In general, transactions growth of commercial vehicles has tended to parallel regional economic growth, with both having steady growth in 2015 and 2016, before slowing in 2017. Transactions were additionally negatively impacted beyond economic conditions due to the temporary closure of the DRB from January 20, 2017 through March 9, 2017. Both GRP and commercial vehicle transactions experienced stronger growth in 2018 and 2019, declined significantly in 2020 due to the COVID-19 pandemic, and had a strong recovery in 2021 before slowing, while still exhibiting strong growth, in 2022. Passenger cars have exhibited a similar pattern, but with a wider variation, especially in the post-COVID era.

Table 2-11 Near-Term Measures of Commercial Activity and Growth in Total Turnpike System Transactions – Percent Change over Prior Year

Calendar Year	Gross Domestic Product Growth (U.S.) (1) (2)	Gross Regional Product Growth (NJ, NY, PA) (1) (3)	Gross State Product Growth (PA) (1) (3)	PA Turnpike System Percent Transaction Growth (4)		
				Passenger Cars	Commercial Vehicles	All Vehicles
2015	2.7 %	1.6 %	1.9 %	2.6 %	4.4 %	2.9 %
2016	1.7	1.6	0.9	3.4	4.3	3.5
2017 (5)	2.2	0.9	0.9	(0.6)	0.5	(0.5)
2018	2.9	2.3	1.3	1.5	5.4	2.0
2019	2.3	2.3	1.6	0.7	3.1	1.0
2020	(2.8)	(4.6)	(4.8)	(28.7)	(4.2)	(25.0)
2021	5.9	5.4	4.4	21.6	11.0	19.6
2022	2.1	2.9	2.1	5.5	5.9	5.6

(1) The percent changes in U.S. GDP, GRP, and GSP are based on chained 2012 dollars.

(2) U.S. GDP is actual through 2022. Data was obtained from the U.S. Bureau of Economic Analysis.

(3) GRP and GSP are actual through 2021. Data was obtained from the U.S. Bureau of Economic Analysis. 2022 is estimated by Moody's Analytics

(4) Turnpike system growth rates are actual through 2022.

(5) Transaction growth was negatively impacted by DRB closure from January 20 to March 9, 2017.

2.6 Annual Transaction and Gross Toll Revenue Trends

Table 2-12 provides a summary of annual total Turnpike System transactions and gross toll revenue trends from FY 1998-99 through FY 2021-22. Note that transactions and gross toll revenue in Table 2-12 reflect final audited Turnpike System totals prior to adjustments and discounts available from the Commercial Volume Discount Program described earlier in this chapter.

Throughout this period, the Turnpike System has experienced greater growth in toll revenue than transactions. This has been especially true since 2009, during which period transaction growth was negatively impacted by both annual rate increases and a slow recovery from the Great Recession. Over the decade from FY 1998-99 to FY 2008-09, total transactions and revenue grew 1.8% and 5.8% annually, respectively. Over the next decade, from FY 2008-09 to FY 2018-19, annual total transactions growth slowed to 1.4%, while annual total revenue growth accelerated to 8.0%

As a result of the COVID-19 pandemic, total transactions decreased 10.8% annually between FY 2018-19 and FY 2020-21. However, passenger cars and commercial vehicles were impacted very differently, with passenger car transactions declining by 13.0% and commercial vehicle transactions growing 0.9% annually. Total transactions grew 18.0% in FY 2021-22, with passenger car transactions growing 19.9% as pandemic-related restrictions were lifted and many employees resumed commuting to their workplaces. Commercial vehicle traffic continued to perform strongly, with transactions growing 9.7%. Despite this growth, total transactions in FY 2021-22 were fewer than in FY 2018-19. While total revenue declined 2.9% annually from FY 18-19 to FY20-21, it grew 24.6% in FY 2021-22. As a result, PTC collected more total toll revenue in FY 2021-22 than in any year prior.

This same data is represented in **Figure 2-5**, which clearly illustrates the greater growth rate of toll revenue compared to the relatively flat growth of toll transactions since 2009. Toll rate increases are represented by a black diamond over the fiscal year in which the increase was implemented.

Table 2-12 Annual Systemwide Traffic and Gross Toll Revenue Trends

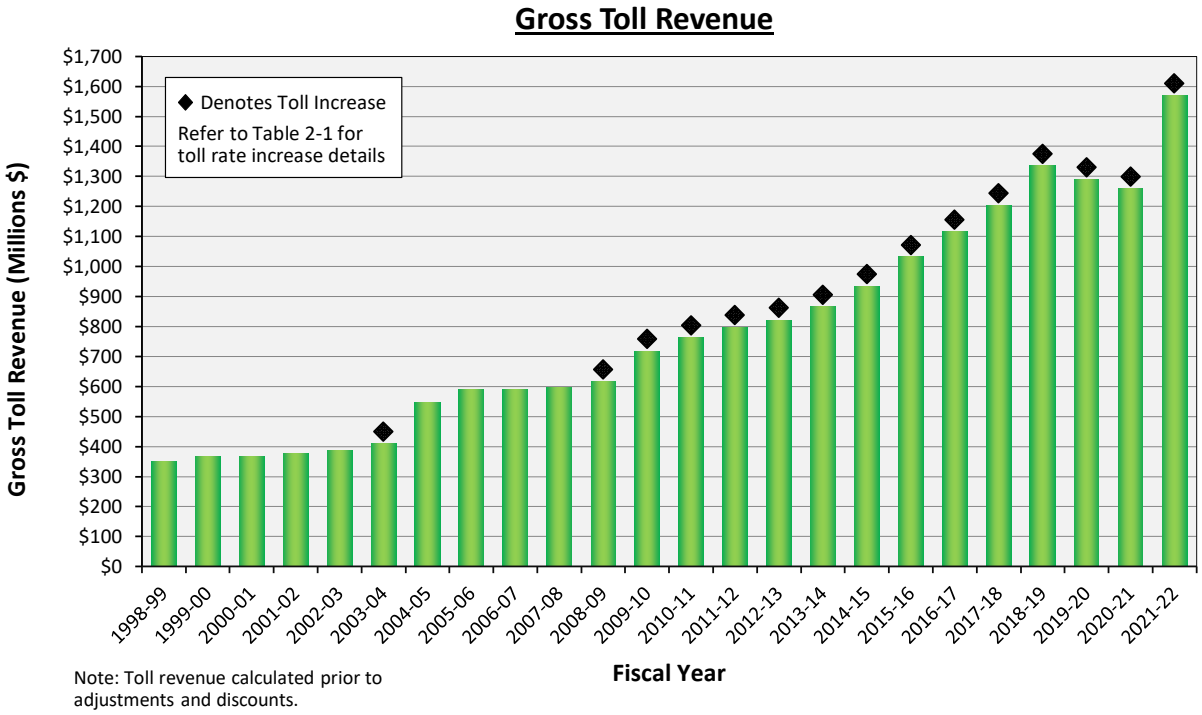
	Transactions (values in thousands)						Gross Toll Revenue (values in thousands)					
Fiscal Year (1)	Cars	Percent Change Over Prior Year	Trucks	Percent Change Over Prior Year	Total	Percent Change Over Prior Year	Cars	Percent Change Over Prior Year	Trucks	Percent Change Over Prior Year	Total	Percent Change Over Prior Year
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 (2)	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	332,035	2.9	265,637	(1.6)	597,672	0.8
2008-09 (2)	162,638	(0.9)	23,583	(7.4)	186,220	(1.8)	356,345	7.3	260,047	(2.1)	616,392	3.1
2009-10 (2)	166,497	2.4	23,705	0.5	190,201	2.1	415,981	16.7	302,057	16.2	718,038	16.5
2010-11 (2)(3)	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 (2)(3)	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 (2)(3)	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 (2)(3)	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 (2)(3)	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)(3)	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 (2)(3)	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 (2)(3)	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 (2)(3)	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 (2)(3)	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 (2)(3)	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 (2)(3)	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

	Average Annual Percent Change					
	Transactions			Gross Toll Revenue		
Fiscal Year	Cars	Trucks	Total	Cars	Trucks	Total
FY 1998-99 - FY 2008-09	1.8	1.7	1.8	6.4	5.1	5.8
FY 2008-09 - FY 2018-19	1.1	2.9	1.4	7.6	8.6	8.0
FY 2018-19 - FY 2020-21	(13.0)	0.9	(10.8)	(9.2)	4.4	(2.9)
FY 2020-21 - FY 2021-22	19.9	9.7	18.0	34.3	15.5	24.6
FY 1998-99 - FY 2021-22	0.8	2.5	1.1	6.5	7.0	6.7

(1) PTC Fiscal Years begin June 1 and end May 31.

(2) A toll increase occurred during this fiscal year. Refer to table 2-1.

(3) Transaction counts are from PTC's "restated" figures and include non-revenue transactions.



Note: Toll revenue calculated prior to adjustments and discounts.

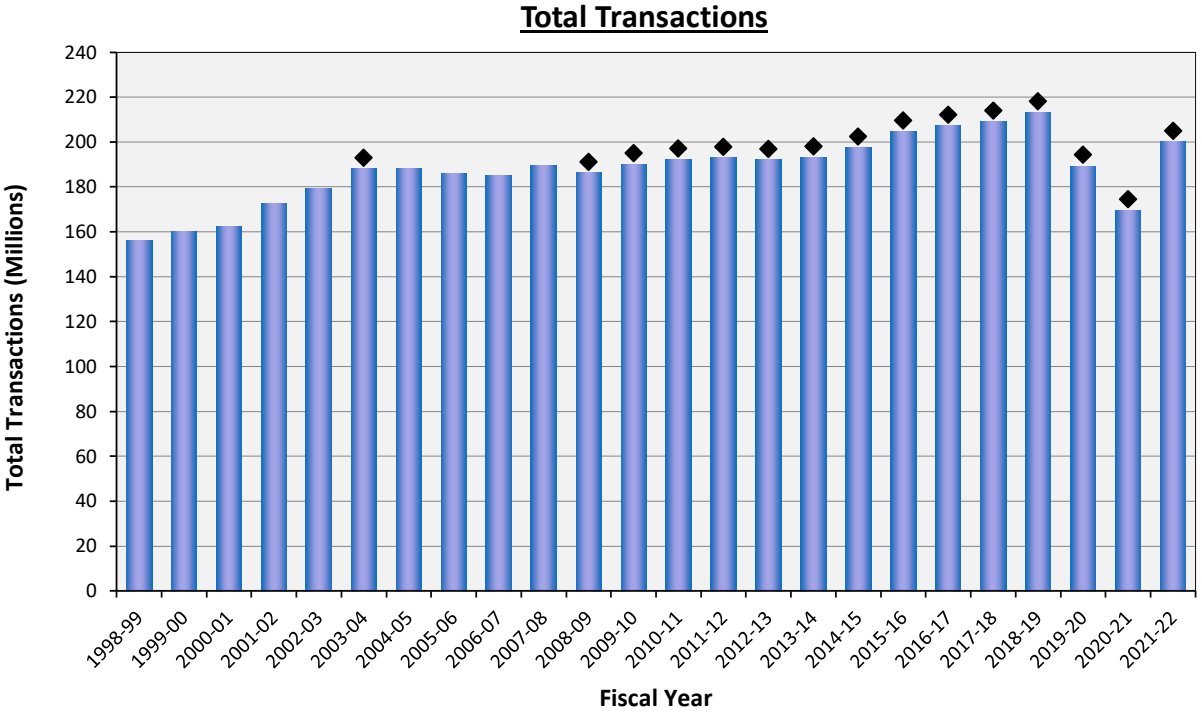


Figure 2-5 Pennsylvania Turnpike System Historical Transactions and Adjusted Gross Toll Revenue

2.7 E-ZPass Market Share

Table 2-13 shows the historical growth in E-ZPass transactions as a percent of total toll transactions on the Turnpike System. The E-ZPass market share includes both successful transponder transactions as well as vTolls, which are transactions that are not initially picked up by a transponder but are later charged to an E-ZPass account after image review. Over the nine years from FY 2010-11 to FY 2019-20, passenger-car E-ZPass market share increased by 25.9 percentage points, from 57.9% to 83.8% of total toll transactions. Commercial vehicle market share started as a much higher base but also grew significantly, increasing by 13.3 percentage points from 77.5% in FY 2010-11 to 92.3% in FY 2019-20. Over the same period, total Turnpike System E-ZPass usage grew from 60.4% to 85.2%. In FY 2020-21 and 2021-22 the E-ZPass market share continued to grow for passenger cars but declined slightly for commercial vehicles as PTC introduced the Toll by Plate (TBP) option.

Table 2-13 Annual E-ZPass Market Share: Turnpike System Based on Toll Transactions

	Annual Percent E-ZPass Market Share By Vehicle Class (1)		
Fiscal Year (2)	Passenger Cars	Commercial Vehicles	Total
2010-11[3,4]	57.9 %	77.5 %	60.4 %
2011-12[3,4]	62.2	79.7	64.5
2012-13[3,4]	66.5	82.4	68.6
2013-14[3,4]	70.5	84.7	72.4
2014-15[3]	73.2	86.2	75.0
2015-16[3]	75.3	87.8	77.1
2016-17[3]	77.6	89.2	79.2
2017-18[3]	80.2	90.4	81.7
2018-19[3]	82.2	91.5	83.6
2019-20[3,5]	83.8	92.3	85.2
2020-21[3,6]	84.6	91.0	85.8
2021-22[3]	86.6	90.8	87.4

(1) E-ZPass market share includes vTolls.
(2) PTC Fiscal Years begin June 1 and end May 31.
(3) A toll increase occurred during this year. Refer to table 2-1.
(4) The toll differential increased between E-ZPass and cash.
(5) A 45% surcharge over the cash rate was added to the TBP rate on I-376 BVE, PA 66 AKH, and Gateway Toll Plaza.
(6) A 45% surcharge over the cash rate was added to the TBP rate on the Ticket System and Mon/Fayette Expressway.

Table 2-14 presents monthly E-ZPass market share trends on the Ticket System for FY 2021-22, the most recently completed fiscal year. As in Table 2-13, the market shares presented in this table include vToll transactions. It is apparent from a comparison of Tables 2-13 and 2-14 that E-ZPass participation was slightly higher on the Ticket System than on the Turnpike System as a whole. Ticket System E-ZPass penetration averaged 87.7% for passenger cars, 91.3% for commercial vehicles, and 88.4% for all vehicles. Monthly trend data shows that E-ZPass penetration was lowest in the summer months and November as non-regular vacation and Thanksgiving travelers comprise a larger share of transactions, and peaks in the winter and spring months from December to May when there are fewer leisure travelers. There is less month-to-month variation in commercial vehicles' E-ZPass market share, as all but three months had E-ZPass market share of between 90.3% and 92.2%, with market share falling below that range in September and November and rising above it in December.

Table 2-14 Monthly E-ZPass Market Share: Ticket System Based on Toll Transactions

	FY 2021-22 Percent E-Zpass Market Share By Vehicle Class (1) (2)		
Month	Passenger Cars	Commercial Vehicles	Total Vehicles
June 2021	85.0 %	90.8 %	86.1 %
July	86.2	90.5	86.9
August	86.1	90.3	86.8
September	85.3	89.1	86.0
October	90.3	92.9	90.7
November	84.5	88.7	85.3
December	92.3	94.2	92.6
January 2022	90.0	92.2	90.4
February	89.2	92.0	89.8
March	89.0	92.0	89.5
April	88.1	91.3	88.7
May	88.0	91.5	88.6
FY Total	87.7 %	91.3 %	88.4 %

(1) PTC Fiscal Years begin June 1 and end May 31.
(2) E-ZPass market share includes vTolls.

Chapter 3

Socioeconomic Trends and Growth Forecasts

Historical and forecast socioeconomic data were collected and evaluated to understand state and regional trends. Discussions with local Metropolitan Planning Organization (MPO) representatives were also conducted to confirm and substantiate the socioeconomic data and trends. This information was then used in an econometric analysis to estimate long-term baseline travel demand on the Pennsylvania Turnpike.

3.1 Socioeconomic Trends and Forecasts

Evaluating long-term socioeconomic trends and forecasts for areas along and surrounding the Pennsylvania Turnpike provides context and inputs for the traffic growth analysis. The following tables and figures summarize the reviewed socioeconomic data, including population, employment, unemployment rates, real retail sales, real gross regional product, and retail gasoline prices.

An economic growth analysis identified any potential explanatory factors that may have influenced historical toll transaction growth. Such explanatory factors were tested and applied within a regression-based econometric analysis to derive traffic growth forecasts.

In the subsequent tables, socioeconomic trends are presented as compound average annual percent change (AAPC), mostly in decade increments from 1980 through 2050. Year 2022 (or 2021) was the last year in which full-year historical data were available. Geographically, the United States is presented along with the Commonwealth of Pennsylvania and the surrounding states of Maryland, New Jersey, New York, Ohio, and West Virginia. Additionally, the Pennsylvania counties along the Turnpike are presented in **Figure 3-1** and grouped for ease of presentation into four aggregations:

- **Pittsburgh Area:** Allegheny, Armstrong, Beaver, Butler, Indiana, Lawrence, Washington, and Westmoreland;
- **Interurban Area:** Adams, Bedford, Blair, Cambria, Cumberland, Dauphin, Franklin, Fulton, Huntingdon, Juniata, Lancaster, Lebanon, Mifflin, Perry, Somerset, and York;
- **Philadelphia Area:** Berks, Bucks, Chester, Delaware, Montgomery, and Philadelphia; and,
- **Northeastern Corridor:** Carbon, Lackawanna, Lehigh, Luzerne, Northampton, and Wyoming.

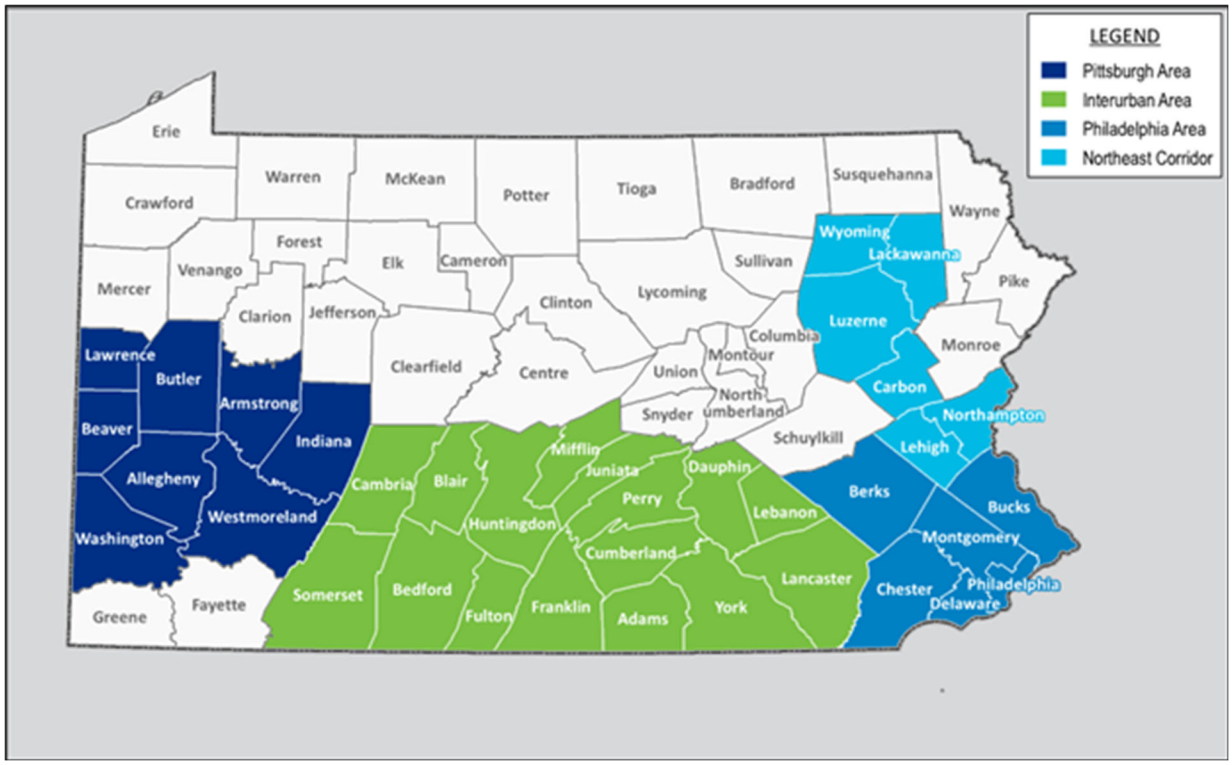


Figure 3-1
Pennsylvania County Groupings

3.1.1 Population

Historical population growth trends and forecasts are presented in **Table 3-1** and **Figure 3-2**. Historically available data were from the United States Census Bureau (census years and intercensal estimates), while forecasts through 2050 are from the Woods & Poole, Inc. 2022 Complete Economic and Demographic Data Source (CEDDS)[1].

Historic population growth along the Pennsylvania Turnpike and the surrounding states has generally been considerably lower relative to the United States as a whole. Pennsylvania's population has increased slowly since 1980, with no growth in that decade, followed by 0.3% annually from 1990 through 2010. Since 2010, growth decelerated to 0.2% per year through 2021. In contrast, the national growth has been at least three times that in Pennsylvania during all time periods.

Population growth along the Pennsylvania Turnpike corridor was similar to statewide growth. This is reasonable considering that the counties in the four aggregations referenced constitute more than 80% of the statewide total. Within the Pennsylvania Turnpike corridor counties, the Pittsburgh Area has experienced a continuous population decline since the 1980s, whereas the other areas to the east of Pittsburgh have experienced modest growth.

[1] Woods & Poole Economics, Inc. Washington, D.C. Copyright 2022. Woods & Poole does not guarantee the accuracy of this data. The use of this data and the conclusion drawn from it are solely the responsibility of the consultant.

Population is forecast to generally continue along historical trends, with relatively modest growth in Pennsylvania, the surrounding states, and the counties along and surrounding the Turnpike. Pennsylvania population growth is forecast to average 0.2% annually through 2030, and thereafter decelerate to 0.1% through 2050. Within the Commonwealth, Pittsburgh is forecast to continue contracting while the other areas are forecast to exhibit growth similar to Pennsylvania as a whole, with relatively faster growth in the Interurban counties between Pittsburgh and Philadelphia.

Table 3-1 Population Trends and Forecasts

Geography	History				Forecast		
	1980-'90	1990-'00	2000-'10	2010-'21	2021-'30	2030-'40	2040-'50
Pittsburgh Area	(0.7%)	(0.2%)	(0.3%)	(0.0%)	(0.1%)	(0.2%)	(0.3%)
Interurban Area	0.5%	0.7%	0.8%	0.4%	0.5%	0.4%	0.3%
Philadelphia Area	0.2%	0.4%	0.5%	0.4%	0.3%	0.2%	0.1%
Northeast Corridor	0.2%	0.2%	0.6%	0.3%	0.3%	0.3%	0.3%
Subtotal PA	0.0%	0.3%	0.4%	0.3%	0.3%	0.2%	0.1%
Maryland	1.3%	1.0%	0.9%	0.6%	0.6%	0.4%	0.4%
New Jersey	0.5%	0.8%	0.4%	0.5%	0.3%	0.2%	0.1%
New York	0.2%	0.5%	0.2%	0.2%	0.2%	0.1%	0.0%
Ohio	0.0%	0.5%	0.2%	0.2%	0.2%	0.1%	0.1%
Pennsylvania	0.0%	0.3%	0.3%	0.2%	0.2%	0.1%	0.1%
West Virginia	(0.8%)	0.1%	0.2%	(0.3%)	0.2%	0.1%	0.1%
Subtotal States	0.2%	0.5%	0.3%	0.3%	0.3%	0.2%	0.1%
United States	0.9%	1.2%	0.9%	0.7%	0.7%	0.6%	0.5%

Source: United States Census Bureau and Woods & Poole Economics, Inc. 2022

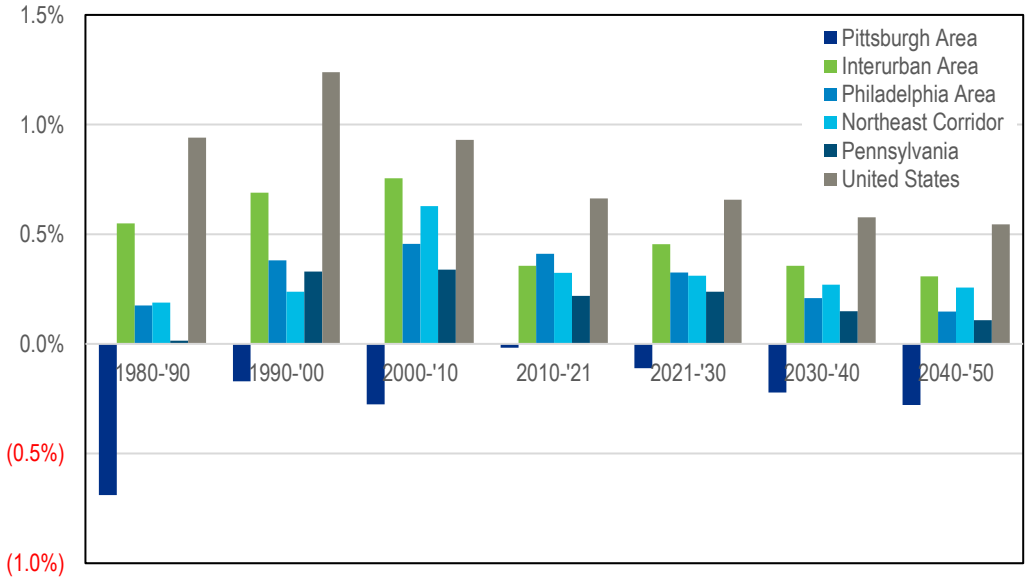


Figure 3-2
Population Trends and Forecasts

3.1.2 Employment and Unemployment

Historical employment data were obtained from the United States Department of Commerce (Bureau of Economic Analysis from 1980 through 2022), while future growth is forecast by Woods & Poole. Additional historical Bureau of Labor Statistics (BLS) unemployment data for the three major metro areas (which differ from the four Pennsylvania Turnpike socioeconomic groupings) are also compared and contrasted to state and national unemployment levels.

Employment

Historical employment growth generally decelerated from 1980 through 2010, with the most pronounced slowdown occurring during the 2000-2010 decade, reflective of the official recession from December 2007 through June 2009 ("Great Recession"). Since 2010, employment growth has mostly rebounded to longer-term historical averages, with Pennsylvania exhibiting 0.8% average growth in that time, which is similar relative growth to the 1990s. As with population, employment growth within Pennsylvania was historically slower than the nation (about half the rate). The Pittsburgh Area experienced the slowest relative historical employment growth, while the Interurban, Philadelphia, and Northeastern Corridor Areas experienced growth closely paralleling the Commonwealth. Historical employment growth and forecasts are presented in **Table 3-2** and **Figure 3-3**.

Although employment since 2010 (e.g., the Great Recession) rebounded to longer-term historical patterns, the forecast is for decelerating growth. Average growth for Pennsylvania and the United States is at 1.5% and 1.8%, respectively, through 2030, then decelerating to 0.8% and 1.1%, respectively, between 2030 and 2040, then to 0.6% and 1.0% through 2050.

Table 3-2 Employment Trends and Forecasts

Geography	History				Forecast		
	1980-'90	1990-'00	2000-'10	2010-'22	2022-'30	2030-'40	2040-'50
Pittsburgh Area	0.4%	0.9%	0.1%	0.5%	1.2%	0.5%	0.3%
Interurban Area	1.8%	1.2%	0.4%	0.8%	1.6%	0.9%	0.8%
Philadelphia Area	1.3%	0.7%	0.4%	1.2%	1.6%	0.8%	0.6%
Northeast Corridor	1.1%	0.9%	0.5%	1.0%	1.7%	1.1%	1.0%
Subtotal PA	1.1%	0.9%	0.4%	0.9%	1.5%	0.8%	0.7%
Maryland	2.8%	1.2%	0.8%	1.1%	1.7%	1.0%	0.8%
New Jersey	1.8%	1.0%	0.4%	1.2%	1.7%	0.9%	0.7%
New York	1.2%	0.7%	0.6%	1.1%	1.9%	0.9%	0.7%
Ohio	1.2%	1.5%	(0.6%)	0.9%	1.2%	0.6%	0.5%
Pennsylvania	1.1%	0.9%	0.3%	0.8%	1.5%	0.8%	0.6%
West Virginia	(0.1%)	1.2%	0.3%	(0.2%)	1.0%	0.5%	0.4%
Subtotal States	1.4%	1.0%	0.3%	1.0%	1.6%	0.8%	0.7%
United States	2.0%	1.8%	0.5%	1.5%	1.8%	1.1%	1.0%

Source: United States Bureau of Economic Analysis and Woods & Poole Economics, Inc. 2022

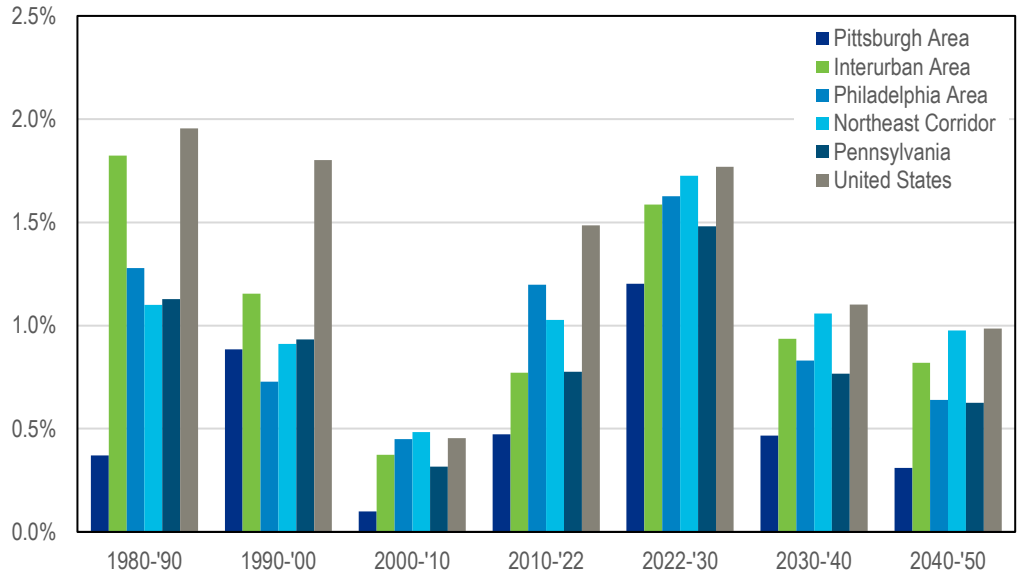


Figure 3-3
Employment Trends and Forecasts

Unemployment Rates

Seasonally unadjusted monthly unemployment rates in the preceding decade (January 2013 through February/March 2023) are presented in **Figure 3-4** for the three major Metropolitan Statistical Areas (MSA) in Pennsylvania located along the Turnpike Mainline. These are the Philadelphia-Camden-Wilmington MSA, the Harrisburg-Carlisle MSA, and the Pittsburgh MSA. Additionally, unemployment data for the Commonwealth of Pennsylvania and the United States are also presented for compatibility. As the data are seasonally unadjusted, the graph depicts both the seasonal cyclicality and the longer-term trends.

Unemployment rates for the Commonwealth and MSAs generally parallel the nation. After a steep increase in 2008 and 2009 due to the Great Recession, unemployment rates exhibited a decade of steady decline to around 4.0% at the end of 2019. Unemployment rates spiked in the early months of the COVID-19 pandemic (2020 Q2), but after a few years of pandemic-induced labor market shock adjustments, unemployment rates declined again to aground 4.0% by late 2022/early 2023. Although the trends parallel, Pennsylvania's unemployment has been above that of the United States since 2016. Harrisburg-Carlisle generally exhibited the lowest relative unemployment rates, reflective of the more stable government employment in the State Capitol (compared to more volatile private-sector employment). Pittsburgh exhibited slightly higher unemployment rates.

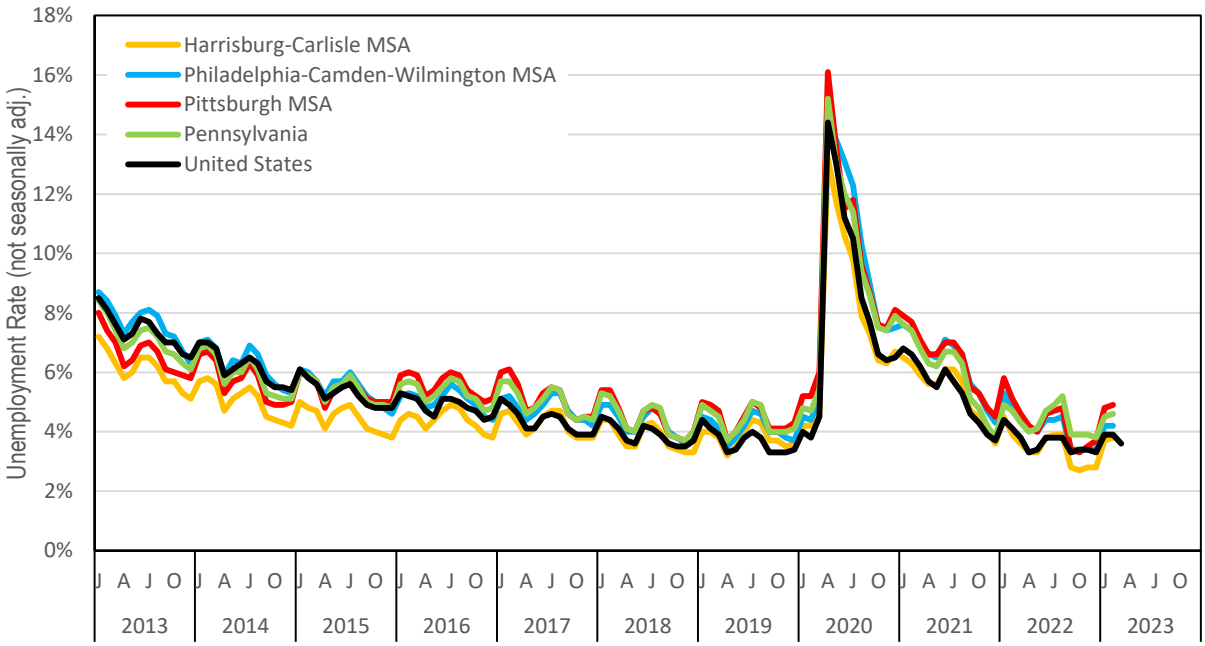


Figure 3-4
Unemployment Rate Trends

3.1.3 Real Retail Sales

Retail sales, in real or constant dollar terms (excluding inflation), trends and forecasts are presented in **Table 3-3** and **Figure 3-5** with data from Woods & Poole. Nationally, real retail sales grew 2.0% in the 1980s, accelerated to 3.3% in the 1990s, and was a tepid 0.5% in the decade from 2000 to 2010 (due to recession in 2008/09). Since 2010, national growth has rebounded to 3.0%. Pennsylvania trends paralleled the nation, albeit at a relatively slower pace before the Great Recession and 3.6% since. Within the Commonwealth, the Pittsburgh Area appears to have experienced the fastest post-recession relative growth (7.2%), however, this is entirely attributable to a pronounced increase from 2013 through 2015 in Allegheny County in W&P database updates not depicted in previous v2017 W&P, per last analysis timeframe, but is in the v2021 and v2022 series releases and is likely a reporting error. Such aberrant patterns are not observed in older W&P versions, or for other counties in proximity to Alleghany.

Real retail sales growth is forecast to decelerate from the rebound since the Great Recession. Nationally, Woods & Poole forecasts annual growth of about 1.4% through 2050. Pennsylvania is forecast to grow at a slower relative pace of about 1.0%. Within the Commonwealth, growth within the Interurban Area is forecast slightly higher than the other three clustered areas, of which the Pittsburgh Area is forecast to grow at the slowest relative average rate (reinforcing that pronounced historical growth in Allegheny County during the mid-2010s is likely a reporting error).

Table 3-3 Real Retail Sales Trends and Forecasts

Geography	History				Forecast		
	1980-'90	1990-'00	2000-'10	2010-'22	2022-'30	2030-'40	2040-'50
Pittsburgh Area	0.3%	2.4%	0.1%	7.2%[1]	0.3%	0.7%	0.8%
Interurban Area	2.2%	2.7%	(0.0%)	2.7%	0.9%	1.4%	1.4%
Philadelphia Area	2.1%	2.6%	0.3%	2.5%	0.8%	1.3%	1.3%
Northeast Corridor	1.6%	2.5%	1.7%	2.0%	0.8%	1.3%	1.4%
Subtotal PA	1.6%	2.5%	0.4%	3.8%	0.7%	1.1%	1.2%
Maryland	2.4%	2.7%	0.2%	2.3%	1.0%	1.4%	1.4%
New Jersey	2.2%	2.7%	0.1%	2.4%	0.7%	1.1%	1.2%
New York	1.5%	2.4%	0.9%	2.8%	0.6%	1.0%	1.1%
Ohio	1.2%	3.0%	(0.6%)	2.5%	0.6%	1.1%	1.2%
Pennsylvania	1.6%	2.5%	0.3%	3.6%	0.7%	1.1%	1.2%
West Virginia	(0.2%)	2.8%	0.1%	1.5%	0.6%	1.1%	1.2%
Subtotal States	1.6%	2.6%	0.3%	2.8%	0.7%	1.1%	1.2%
United States	2.0%	3.3%	0.5%	3.0%	1.1%	1.5%	1.6%

(1) Pittsburgh Area growth from 2010-2022 is likely a reporting error.

Source: Woods & Poole Economics, Inc. 2022

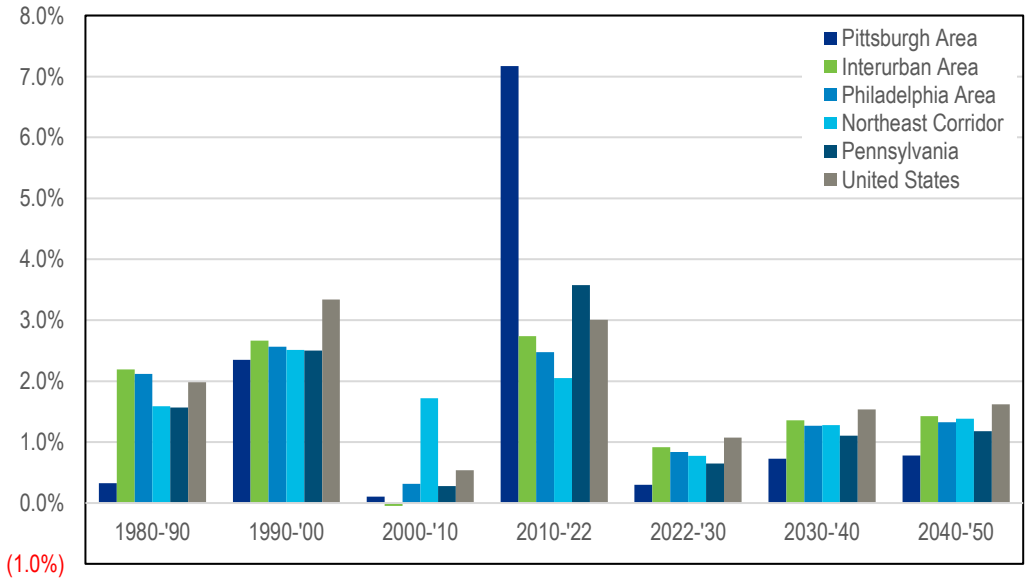


Figure 3-5
Real Retail Sales Trends and Forecasts

3.1.4 Real Gross Regional Product (GRP)

Real gross regional product (GRP) (or gross state product/gross domestic product, depending on the geographic focus) is the inflation-adjusted standard metric for total economic activity. Real GRP trends and forecasts are presented in **Table 3-4** and **Figure 3-6** and are sourced to Woods & Poole, based on Bureau of Economic Analysis data.

National real gross domestic product (GDP) decelerated from an annual 3.6% in the 1990s to about half that (1.8%) between 2000 to 2010 (reflective of the Great Recession). Since that recession, national real GDP has increased 2.1% annually. Prior to the Great Recession, Pennsylvania's real gross state product (GSP) grew 2.6% annually in the 1990s and decelerated

to 1.9% from 2000 to 2010. After 2010, growth decelerated further to 1.4% through 2022. Within the Commonwealth, Philadelphia historically outpaced the other MSAs.

Real GRP forecasts are for 2.1% per annum for the United States through 2030 and 1.9% for Pennsylvania. As with the forecasts for other socioeconomics, a general deceleration is forecast for GRP. In the corridor counties, like the entire Commonwealth, real GRP growth is projected to average 2.0% through 2030, with a general deceleration thereafter. Within the Pennsylvania Turnpike corridor, the Pittsburgh and Philadelphia Areas are forecast to have the slowest relative growth.

Table 3-4 Real Gross Regional Product Trends and Forecasts

Geography	History				Forecast		
	1980-'90	1990-'00	2000-'10	2010-'22	2022-'30	2030-'40	2040-'50
Pittsburgh Area	0.4%	2.5%	2.1%	1.5%	1.8%	1.5%	1.4%
Interurban Area	2.9%	2.6%	1.9%	1.3%	2.0%	1.8%	1.7%
Philadelphia Area	3.4%	2.7%	2.2%	1.5%	2.0%	1.7%	1.5%
Northeast Corridor	2.4%	2.9%	(0.2%)	1.5%	2.1%	1.9%	1.8%
Subtotal PA	2.4%	2.7%	1.8%	1.5%	2.0%	1.7%	1.5%
Maryland	4.5%	3.0%	2.9%	1.4%	2.0%	1.8%	1.6%
New Jersey	4.7%	2.7%	1.1%	1.2%	1.9%	1.6%	1.4%
New York	3.1%	2.4%	1.8%	2.3%	2.1%	1.7%	1.4%
Ohio	2.0%	3.0%	0.4%	1.7%	1.6%	1.4%	1.3%
Pennsylvania	2.3%	2.6%	1.9%	1.4%	1.9%	1.7%	1.5%
West Virginia	(0.2%)	2.1%	2.4%	0.4%	1.3%	1.1%	1.1%
Subtotal States	3.0%	2.6%	1.6%	1.8%	1.9%	1.6%	1.4%
United States	3.1%	3.6%	1.8%	2.1%	2.1%	1.9%	1.8%

Source: Woods & Poole Economics, Inc. 2022

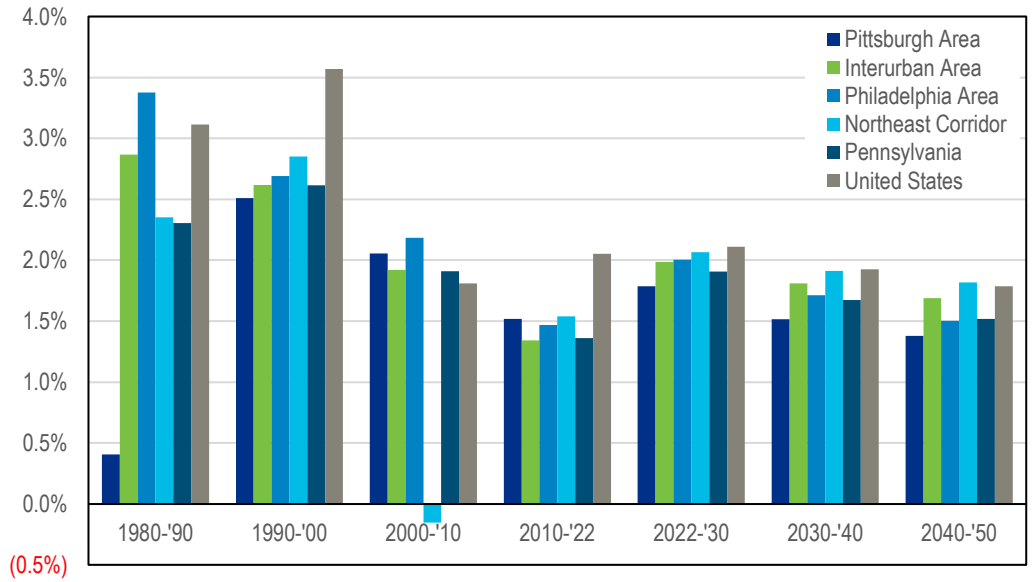
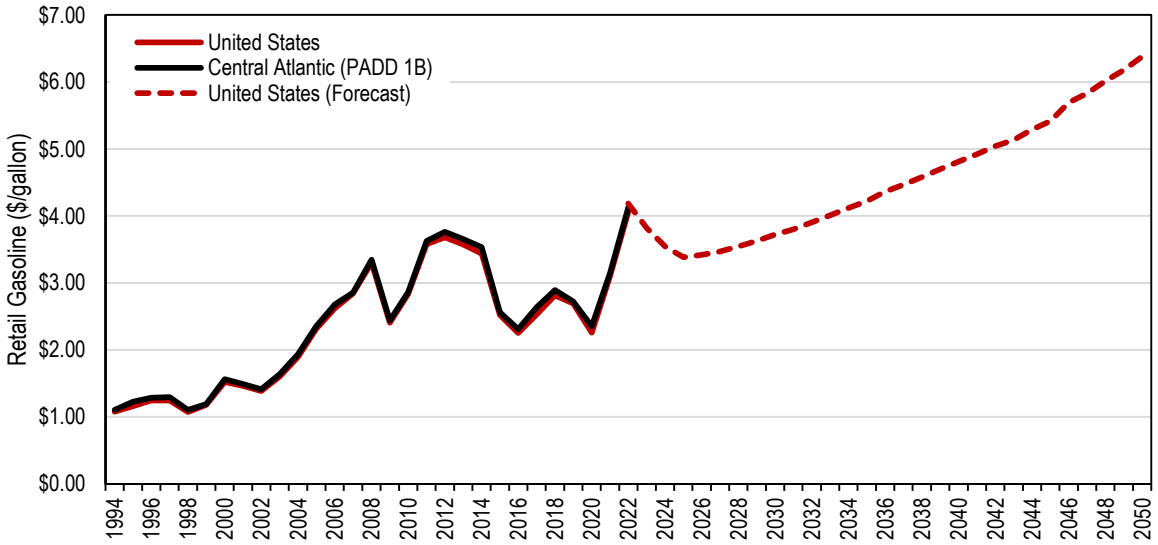


Figure 3-6
Real Gross Regional Product Trends and Forecasts

3.1.5 Motor Fuel Prices

Historical gasoline prices (in current dollars/gallon for all grades, all formulations) for the Central Atlantic region (NY, NJ, PA, DE, and DC) and the United States are presented in **Figure 3-7**, from the U.S. Energy Information Administration (EIA). Average annual gasoline prices for the United States and the Central Atlantic region were nearly identical historically, with the Central Atlantic region between $0.01 and $0.11 per gallon above the national price. Prices peaked at close to $3.70 per gallon in 2012, declined through 2016, then fluctuated slightly higher until 2020, which was almost the same as 2016. Prices increased in 2021 and again in 2022 to over $4.00 per gallon, stemming mostly from the Russia-Ukraine conflict. According to the EIA Annual Energy Outlook, future average national gasoline prices are forecast to decline through 2025 ($3.38) and then steadily increase to almost $6.50/gallon by 2050 in current dollars.



Source: Energy Information Administration

Figure 3-7
Gasoline Prices

3.2 MPO Outreach and Regional Economic Conditions

To supplement the socioeconomic data analysis, additional qualitative inputs were collected for the geographic areas represented by four of the five major metropolitan planning organizations (MPO) containing Pennsylvania Turnpike corridors. The inputs were collected via discussions with representatives from the MPOs. These discussions were used to add context, when possible, to socioeconomic datasets to ensure that the data analysis did not miss any known local dynamics that could impact traffic growth during the forecast period. In the end, the local perspective gained from these conversations supplemented the socioeconomic datasets but did not result in any changes to the econometric forecast.

As shown in **Figure 3-8**, the geographic areas covered by these five MPOs partially overlap with the four Pennsylvania Turnpike areas analyzed in the previous subsection. While characteristics reviewed and discussed varied by MPO, they generally included housing and residential, employment and industry, and freight and shipping. The five MPOs include:

- Southwestern Pennsylvania Commission (SPC)
- Delaware Valley Regional Planning Commission (DVRPC)
- Tri-County Regional Planning Commission (TCRPC)
- Lackawanna-Luzerne Metropolitan Planning Organization (LLMPO)
- Lehigh Valley Planning Commission (LVPC)

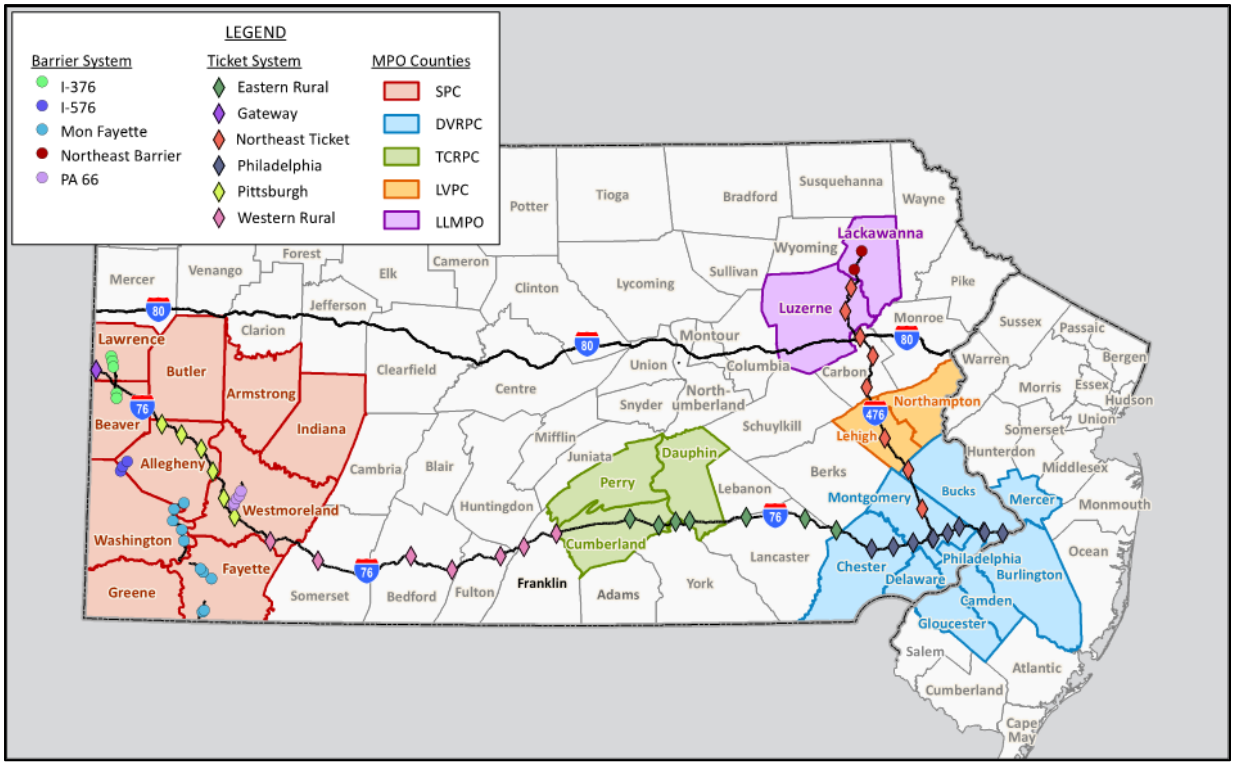


Figure 3-8
Pennsylvania MPOs

3.2.1 Southwestern Pennsylvania Commission

The Southwestern Pennsylvania Commission includes the eight Pittsburgh Area counties as well as the two counties bordering West Virginia (Fayette and Greene).

Housing and Residential

Although regional population growth has been stagnant over the last decade, average household sizes have decreased, which has resulted in the number of households growing. Washington County and Butler County, especially the southwest portion of it, have seen the most growth in the region. Additionally, a number of office buildings in downtown Pittsburgh have been converted to condos and apartments. Although this shift was occurring prior to the pandemic, increased prevalence of telecommuting in the past three years has accelerated this trend.

Employment and Industry

The Southpointe business park in Cecil Township, Washington County, 17 miles south of Pittsburg, accommodates over 300 businesses and is mostly built out. The lack of availability within Southpointe combined with the recent extension of the Southern Beltway to I-79 have resulted in proposals for additional residential and warehouse development, including the proposed Cool Valley development, a proposed 900-acre mixed use development. While coal output and associated employment continue to decline, the warehousing, life sciences, medical, technology, and robotics industries continue to grow. An ethylene cracker plant developed by Shell Oil in Beaver County opened in November and is expected to drive new supporting and spinoff local development.

Freight and Shipping

Local distribution facilities, including Amazon, continue to expand throughout the area, especially along the Southern Beltway corridor. MPO planners expect to see PennDOT's regional truck reliability target for the region increase, which would make freight shipments more predictable and reliable. MPO planners indicated that they see some evidence of through traffic finding alternate toll-free routes in the area and expressed concern that toll rate increases may negatively impact future growth. Due to the decline of the coal industry, freight traffic on the Monongahela River is down and has nearly dried up on the Allegheny River, although it remains strong on the Ohio River.

3.2.2 Delaware Valley Regional Planning Commission

The Delaware Valley Regional Planning Commission includes five of the six Philadelphia-area Pennsylvania Turnpike counties, excluding Berks, and four neighboring New Jersey counties (Burlington, Camden, Gloucester, and Mercer).

Housing and Residential

The population of the urban core of Philadelphia and the suburban counties are all growing. In the 2010s, population growth shifted from exurban and greenfield development towards urban and inner ring suburbs, with the DVRPC region accounting for about three quarters of the state's total population growth during the decade. While Philadelphia County had the largest absolute increase in population, including a number of office-to-residential conversion in Center City, Chester County had the greatest percentage growth. Notable regional projects include the redevelopment of the Philadelphia Navy Yard (located in South Philadelphia adjacent to the Delaware and Schuylkill Rivers, I-95, and Philadelphia International Airport) and Naval Air Station (NAS) Willow Grove (located near I-476 and I-276 in Montgomery County). DVRPC staff indicated that Philadelphia Navy Yard will take about 10 to 15 years to fully build out, while the NAS Willow Grove redevelopment will take about the same amount of time to get underway.

Employment and Industry

While employment growth continues in both the Philadelphia core and the suburban area, telecommuting trends have resulted in residential displacement of office space in downtown Philadelphia. In the suburbs, the largest employment center is in and surrounding King of Prussia, Upper Merion Township, and Lower Merion Township in Montgomery County. This area contains a number of office parks as well as the King of Prussia Mall, one of the largest in the country, and the Villages at Valley Forge, a 122-acre mixed-use town center development adjacent to the mall.

Although brick-and-mortar retail has struggled in many locations, the mall has many upscale retailers that continue to attract customers. Given such growth in this area, the Southeastern Pennsylvania Transportation Authority (SEPTA) has explored extending high-speed rail to King of Prussia, although as of March 2023 the project is paused because of rising project costs due to inflation and high interest rates. Additionally, now that the Turnpike has converted to AET and thus eliminated the need for toll plazas, Montgomery County is exploring making more slip ramps and interchanges with the Turnpike in order to increase highway accessibility.

Two additional developments in the planning stages aim to grow the region's life sciences industry. The first is the Bellwether District in South Philadelphia, which plans to convert a 1,300-acre site from a former refinery into a life sciences campus. The second is the proposed Schuylkill Yards in Philadelphia's University City neighborhood and adjacent to the University of Pennsylvania, Drexel University, and 30th Street Station, which serves Amtrak as well as subway and commuter rail lines operated by SEPTA. The project would cap the rail yards at 30th Street Station and then create commercial, residential, retail, office, and life science laboratory spaces.

Freight and Shipping

With a major international port and commercial service airport along the eastern seaboard, the region accommodates a large volume of directional freight (inbound, outbound, internal, and through) by all four modes (truck, rail, port, and air). Furthermore, the Keystone Trade Center in Falls Township, Bucks County, is an underway development of a former U.S. Steel factory into a distribution and logistics hub with millions of square feet of space. As the region's freight capacity builds out, freight center growth has moved northward along the Pennsylvania Turnpike's Northeast Extension into the Leigh Valley area, discussed further in the next section.

3.2.3 Lehigh Valley Planning Commission

The Lehigh Valley Planning Commission is the Metropolitan Planning Organization for Lehigh and Northampton Counties, which include the cities of Allentown (Lehigh County), Easton, and Bethlehem (Northampton County). Both counties are among the six counties aggregated into the Northeastern Corridor counties for econometric analysis.

Housing and Residential

Housing demand has been strong in recent years, with the number of new residential units permitted in 2021 being the highest since 2007. Much of this demand reflects migration from New York and New Jersey. Some of the growth has come in downtown Allentown, which is undergoing a revitalization.

Employment and Industry

Fogelsville, along I-78 and just west of I-476, is the region's main industrial area. Healthcare and education continue to be leading industries in the region, with the Hecktown Oaks Hospital opening in Lower Nazareth Township in Northampton County in 2021 and a smaller hospital recently proposed for Macungie in Lehigh County. In 2020, Lehigh University opened a new School of Health that will likely grow in coming years. Other developments include recent expansion of the Wind Creek Bethlehem casino and a redevelopment of the long-vacant Lehigh Valley Dairy in Whitehall Township.

Freight and Shipping

Freight and logistics has been a growth area for the region due to its proximity to highways and major metropolitan areas and land availability. There are a number of underway or planned warehousing developments including the Route 309 Commerce Center in Upper Saucon Township, the former headquarters site of Air Products in Upper Macungie Township (both near I-476 and I-78), and the River Pointe Logistics Park in Upper Mount Bethel Township. Additionally, Lehigh Valley International Airport has seen growth in both passenger and freight flights in recent years, with freight having particularly strong growth as the airport has served as a relief valve for New York City area airports and FedEx Ground has increased operations. Development around the airport is likely to continue, although no specific large-scale plans are underway as the area undergoes rezoning to align with the airport's master plan.

Although freight and shipping developments have moved northwards along the Northeast Extension into the Lehigh Valley from the Philadelphia area, appropriate developable parcels have begun to dry up. As a result, warehousing development has continued to move further north into the Wilkes-Barre and Scranton areas.

3.2.4 Lackawanna-Luzerne Metropolitan Planning Organization

The Lackawanna-Luzerne MPO is the MPO for Lackawanna and Luzerne Counties, which include the cities of Scranton and Wilkes-Barre, respectively. Both counties are among the six counties aggregated into the Northeastern Corridor counties for econometric analysis.

Housing and Residential

Population remains stable with residential in-migration into downtown Scranton induced by the Medical College enrollment and reverse suburbanization trends of older residents seeking more-urbanized access to retail, entertainment, medical, etc. Downtown Scranton population growth has been further enabled by conversion of old manufacturing facilities into residential units.

Employment and Industry

In addition to the strong growth exhibited by the freight distribution and shipping industries (see below), the finance and insurance industries and tourism generated by the Steamtown National Historic Site, Mohegan Sun casino, and Montage Mountain resort facilitate modest economic growth in the region. Montage Mountain, in particular, is poised to grow in coming years as the resort has proposed a large hotel to support its plans to develop year-round programming, which includes a summer concert series and water park. Conversely, some businesses have left downtown Wilkes-Barre due to the increased prevalence of telecommuting, which has left businesses in the area without a customer base during working hours. Wilkes-Barre/Scranton International Airport has also lost some passenger service in recent years as customers seem to be increasingly opting to utilize the airports in Allentown (to the south) and Binghamton (to the north) instead.

Freight and Shipping

As is the case in the Lehigh Valley region, freight and shipping continue to be a strong and growing sector of the regional economy. The most significant warehousing centers in the region are Hazleton and White Haven along PA 424, with additional freight warehousing along I-81 and U.S. 6. MPO planners believe that demand for warehousing will continue to move north, as there

have recently been rezoning requests for multi-million square foot warehouses along rural parts of I-84 in Lackawanna County. Of note, planners do not have any indications that truck traffic is avoiding I-476 despite the presence of toll-free I-81 as the more direct and congestion-free route it offers is more valuable than toll savings.

3.2.5 Tri-County Regional Planning Commission

Within the sixteen-county Interurban Area, the Tri-County Regional Planning Commission (TCRPC) comprises the three central counties of Cumberland, Dauphin, and Perry around the state capitol of Harrisburg. CDM Smith reached out to the MPO several times but were unable to engage. Located to the west of the DVRPC region and east of the rural central portion of the state, the region is the fourth-largest metropolitan area in the state (after Philadelphia, Pittsburgh, and Allentown). With nearly 8% population growth during the 2010s, it is the fastest growing region of the state.

CDM Smith did speak to TCRPC planners as part of the 2018 study, and many of the points discussed then still hold true. Dauphin and Cumberland Counties continue to be the region's population centers, while rural Perry County's population remained flat during the 2010s. Like much of Pennsylvania, the regional economy has shifted away from manufacturing and towards services, with the state government in Harrisburg, the Penn State Hershey Medical Center, Giant Food Stores corporate headquarters, Hershey Company Resort and Factory, and various military installations being significant employers. Additionally, the region's location along multiple interstate highways, proximity to major population centers of the east coast, and a major intermodal rail facility continue to drive freight traffic in the region.

3.2.6 Conclusion

After receiving and reviewing information provided by MPO staff and comparing it against socioeconomic data received from other sources, CDM Smith determined that the qualitative MPO outreach discussions of local economic conditions confirmed the quantitative analysis of socioeconomic trends that went into the subsequent econometric growth analysis. The due diligence outreach found no developments or conditions that were not captured in socioeconomic data that would alter the quantitative forecasting process. Therefore, no econometric equations were modified. Rather, the outreach corroborated and substantiated the socioeconomic trends with local depictions of where residential and/or business growth was (or was not) occurring and why.

3.3 Economic Growth Analysis

An econometric analysis was conducted to estimate long-term baseline travel demand on the Pennsylvania Turnpike. Historical travel demand was econometrically estimated via regression equations for toll plazas groupings (explained in **Section 3.3.1.2**). Regional socioeconomics and other variables were tested as explanatory factors (see **Section 3.3.1.3**). With statistically significant historical equations, independent variable forecasts were applied to equation coefficients to estimate future demand through 2060. Twenty equations were tested for either individual plazas or groups of proximate plazas for both passenger cars (PCs) and commercial vehicles (CVs). A majority of the twenty plaza-vehicle grouping equations yielded statistically significant, defensibly logical results.

An econometric analysis as such was conducted in 2018 and revisited in 2023 to determine the current reasonableness of previously estimated equations and update, as necessary. Factors differing from the 2018 estimations include the following, which are elaborated upon in subsequent subsections:

- additional historical timeframe (2017 through 2022, inclusive)
- revised historical socioeconomic data (e.g., Census's population retrospective revisions)
- updated dollar denomination for real retail sales and gross regional product (2009$ to 2012$)
- additional toll index detail (nuanced between facility groupings)
- consideration of a COVID-19 explanatory variable

Subsequent toll modeling analyses conditionally incorporates these econometrically derived baseline travel demand forecasts, which consider a range of future toll policies and rate structures in estimating future revenue potential.

3.3.1 Econometric Modeling

Multivariate regression analysis establishes a mathematical equation for a dependent variable (e.g., annual transactions) as a function of other independent variables (e.g., annual socioeconomic data), with associated statistics explaining the equation robustness. Generally, a linear regression equation is expressed as follows:

$$y_t = \alpha + (\beta_1 * x_{1,t}) + (\beta_2 * x_{2,t}) + \cdots + \varepsilon$$

- y_t is the dependent variable in timeframe t
- α is the intercept coefficient
- $x_{1,t}$ and $x_{2,t}$ etc. are the respective independent variables in timeframe t
- β_1 and β_2 etc. are the slope coefficients for the respective independent variables
- ε is the residual error

In addition to linear relationships and coefficients, multivariate regression variables can be transformed (e.g., natural ln), lagged (e.g., t-1), and/or combined in other mathematical ways to identify more logical and improved statistical relationships. Linear and logarithmic linear (ln-linear) regressions were tested for all twenty plaza-vehicle groupings.

In each regression equation, an analysis of variation (ANOVA) output table explains the statistical parameters, such as adjusted R^2 (coefficient of determination) and t-statistics/p-values for each independent variable, which indicate the overall robustness of the equation and independent variable(s), respectively. A regression equation can be leveraged for forecasting the dependent variable if ANOVA metrics are statistically significant, the equation's relationships are conceptually valid, and forecasts of independent variables are credibly available.

Growth rates developed from econometric analysis are used within the forecasting model to develop traffic and revenue projections, with some adjustments made to consider additional factors. However, some of the Barrier System facilities have relatively weak correlations, and therefore the econometric models may be dismissed and supplanted with alternative growth assumptions derived from recent trend extrapolations or other non-econometric means.

3.3.1.1 Regression Testing

Individual highway travel occurs for myriad reasons, such as recreation, commuting, trade, etc., and is influenced by factors such as fuel prices, other travel costs, weather, trip urgency, and economics. Aggregate highway travel, however, typically trends closely with regional socioeconomic variables (although, not always). As such, conceptually relevant socioeconomic data were hypothesized, compiled, and regression-tested for explaining annual travel demand. Data tested include population, employment, real gross regional product, and real retail sales, compiled at various geographic levels.

In addition to regional socioeconomics, average fuel prices and indexed toll variables were tested as explanatory factors. In 2018, only a generalized historical toll rate increase schedule representing the aggregate mainline facilities was available, but in 2023, additional details were available for the non-mainline historical increases. Such detailed toll indexes were tested against the respective groupings.

With an extended historical timeframe since the 2018 analysis (2017 through 2022) and the corresponding transaction declines following the COVID-19 pandemic, an additional variable warranted consideration: a COVID-19 pandemic normalcy index. Based on aggregate travel volumes observed in 2019 through 2022, separate indexes were tested for PCs and CVs. Prior to COVID-19 (2019 and previously) the index is 1.0 (e.g., "normal" full-demand behavior). For PCs, it declines to 0.75 in 2020, 0.85 in 2021, and is held at a constant 0.90 from 2022 through the end of the forecast period. This reflects a 10% permanent adjustment that effectively reanchors now-institutionalized increased work-from-home proportions. CVs did not decline as precipitously in 2020, with the index falling to only 0.95, and then rebounded beyond pre-COVID levels to a relative 1.05 index in 2021 and held at a constant 1.10 from 2022 through the end of the forecast period. These index levels reflect supply chain patterns stemming from COVID-19's further behavior shift from in-store to online purchasing for both personal and business spending. Such COVID-19 indexes were tested in conjunction with the regional socioeconomics, as the socioeconomic data typically did not fully explain the amplified reductions in traffic relative to socioeconomic activity (e.g., national real GRP declined 2.8% in 2020, while national traffic contracted by a much larger proportion).

Multiple regression equations were tested and evaluated for each toll plaza-vehicle grouping to account for the numerous possible combinations of relevant geographies (county clusters) for each possible socioeconomic variable and combinations with fuel, toll index, and/or COVID-19 factors. A final equation was selected based on multiple criteria, including but not limited to, overall equation robustness (adjusted R^2), independent variable robustness (t-statistics and p-values), logic and reasonableness of equation coefficients, logic and reasonableness of geographic catchment area relative to the physical location of the toll plaza(s), and the credibility of the

independent variable(s) and source(s). Additional consideration of the 2018 econometric structures and results framed subsequent adjustments.

3.3.1.2 Toll Plaza Groupings (Dependent Variables)

In order to reduce regression testing to a reasonably manageable data universe, toll plazas were clustered into the ten groupings (from 69 individual plazas) based-on similarities in historical travel demand patterns, proximity, data availability, and other characteristics such as operating history. These groupings are identified in **Table 3-5** and mapped in **Figure 3-9**. Some individual plazas were excluded from the groupings due to data gaps (e.g., I-376 and PA 66), staggered plaza openings and closings (e.g., Mon/Fayette), or too short annual timeseries data (e.g., I-576), as inclusion would artificially distort the historical demand trends. For a long-term 30-year forecast such as the one provided in this study, any toll plazas with a relatively shorter operating history may have trends that are artificially distorted by short-term ramp ups or other factors. Therefore, of the 69 individual toll plazas, 39 were included in the groupings. The 30 excluded mostly pertain to the smaller Barrier System facilities.

Note that the Delaware River Bridge (DRB) and the Southern Beltway (I-576) were not econometrically tested similarly to other groupings. The DRB changed operations recently, therefore the historical trend may not appropriately correspond with current and future conditions. The Southern Beltway opened as the Findlay Connector between the Pittsburgh Airport and U.S. 22 in 2006 and was extended to I-79 in October 2021. The relatively short historical data includes a ramp-up trend that does not statistically correspond to any regional socioeconomic characteristics.

Where available, historical traffic data were used as continuous annual time series from 1987 through 2022. Annualized data were available for most of the Ticket System facilities, exempting a few plazas opening after 1987 (and thus excluded). However, Barrier System data were more limited: available only since 1994 with data gaps, or toll plazas that were opened too recently to provide a statistically defensible trend (insufficient number of data points). Many of the 30 excluded plazas are barrier toll plazas with shorter historical operating timeframes than since 1994.

Table 3-5 Toll Plaza Groupings

	Plaza Grouping	Type	Included	Excluded
1	Gateway	Ticket	1	0
2	Pittsburgh	Ticket	5	1
3	Western Rural	Ticket	7	0
4	Eastern Rural	Ticket	7	0
5	Philadelphia	Ticket	6	5
6	Northeast Ticket	Ticket	7	2
7	Northeast Barrier	Barrier	2	0
8	I-376	Barrier	2	3
9	PA 66	Barrier	1	4
10	Mon Fayette	Barrier	1	11
*	DRB	Ticket	1	0
*	I-576	Barrier	3	0

Source: CDM Smith

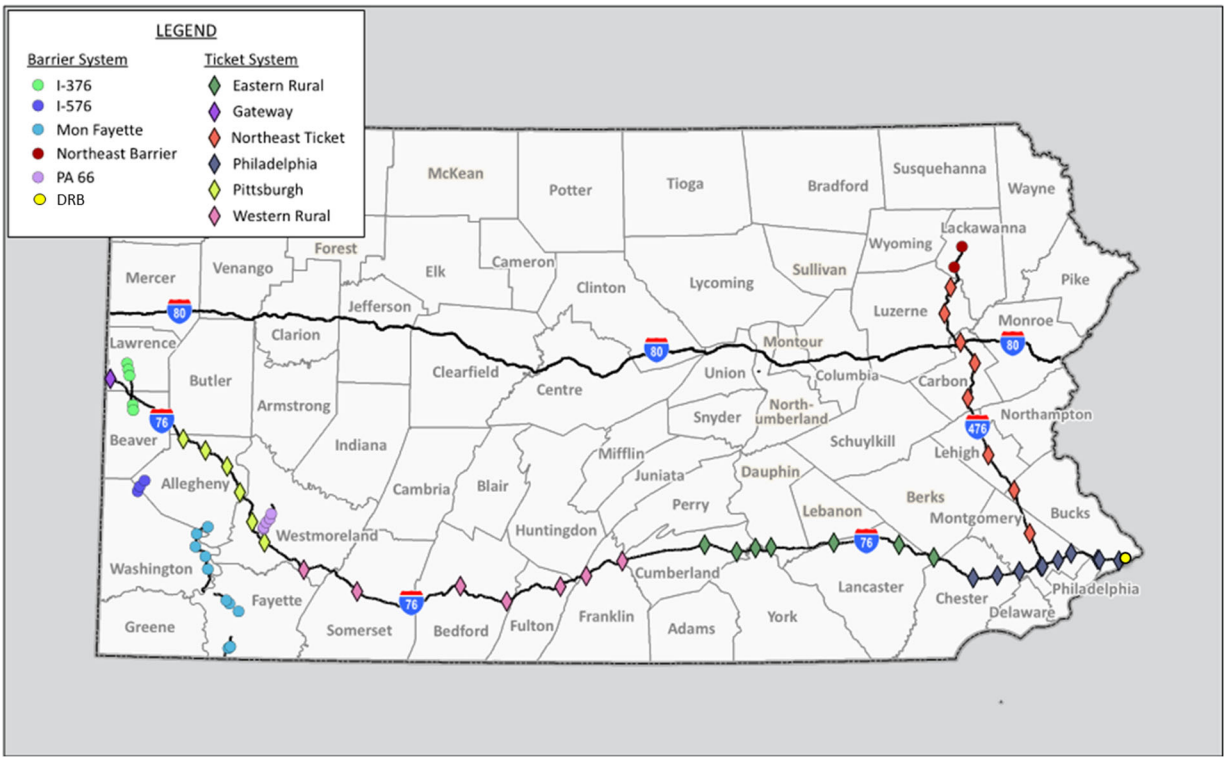


Figure 3-9
Toll Plaza Groupings

3.3.1.3 Socioeconomic Data (Independent Variables)

Data inputs include historical and forecast data for the possible explanatory independent variables, which comprise socioeconomics for geographies surrounding the Turnpike (i.e., Pennsylvania and surrounding states' counties). Data compiled for regression testing included:

- Pennsylvania Turnpike Commission – historical transactions and toll rate schedules
- United States Census Bureau – historical population
- United States Bureau of Economic Analysis (BEA) – historical employment
- United States Energy Information Administration (EIA) – historical and forecast fuel prices
- Woods & Poole Economics, Inc. – historical and forecast population, employment, real gross regional product (GRP), and real retail sales
- Moody's Analytics – historical and forecast real gross regional product (GRP)

Socioeconomic data were tested as explanatory variables at various combinations of counties surrounding the toll plazas groupings. Data was compiled for all counties in Pennsylvania, New York, New Jersey, Delaware, Maryland, Virginia, West Virginia, and Ohio.

3.3.1.4 Regression Caveats

Econometrically derived long-term demand forecasts serve as a basis for further transaction and toll revenues estimates. Growth forecasts from the regressions do not explicitly consider route choice assumptions, the existing roadway network and planned improvements, existing and anticipated roadway capacities, origin-destination pairing, peak and directional factors, or traffic diversions. As such, the regression-based forecast long-term growth rates are conditionally incorporated into further traffic and revenue modeling.

As this regression analysis attempted to estimate aggregate travel demand, the equations cannot account for all potentially influencing factors, especially any small-scale, qualitative/difficult-to-quantify, and/or irregularly occurring factors. Also, a regression analysis is incapable of forecasting unprecedented factors (positive or negative influence) such as future catastrophic climate change, health epidemics, terrorism, natural disasters, or any other significantly destabilizing factors.

Forecasts are estimates, limited by the availability and robustness of input data, both historical and projected. Data unavailability, discrepancies, aberrations, and inaccuracies can hinder the robustness and results of econometric forecasting.

3.3.1.5 Regression Equations and Forecasting

A final regression equation was estimated for each toll plaza-vehicle grouping, relating historical annual travel demand with a regionalized socioeconomic variable, and sometimes with a toll index and/or COVID-19 index as additional explanatory factors. A regression summary for the 20 toll plaza-vehicle groupings is provided in **Table 3-6**. After testing socioeconomics at various regional county clusters, it was determined that real GRP was the best-suited explanatory variable for most equations, with population being best-suited for a few more. Explanatory socioeconomic variables identified in the 2018 analysis were unchanged in this 2023 update. However, the geographic catchments (county clusters) were adjusted and the COVID-19 variable was newly necessary, especially for PCs.

Geographically, regional combinations of contiguous counties in Pennsylvania, New Jersey, Delaware, Maryland, West Virginia, and Ohio served as logical and statistically acceptable catchment areas. Although each equation has a unique county combination, anchored around the respective plaza groupings, the counties included in each equation are along and adjacent to the Pennsylvania Turnpike system. 2018 equations were updated with county catchment adjustments, mostly removing some peripheral counties bordering Pennsylvania, resulting in slightly narrower areas surrounding the respective plazas groupings. Catchment areas regionalize socioeconomic variables as related to travel demand. However, the catchment areas should not imply that travel demand is only from those geographies, but rather that the catchments' socioeconomic data are a relatively logical, statistically valid relationship for the aggregate demand.

Most of the twenty equations exhibited sensible relationships with acceptable statistics, however, despite concerted diligence, a few equations could not be improved upon while yielding relatively poor statistics, questionable relationships, and/or unusual forecasts (especially compared to history). In such instances, the historical travel demand patterns did not trend overly well with

any regional socioeconomics and/or the toll rate factors, and are instead probably more influenced by localized, sub-county factors such as toll plaza operating characteristics, diversion potentials, construction closures, etc. Such historical transaction volatility disjointed from regional socioeconomic trends was encountered for single toll plaza equations (i.e., Gateway CV) and the smaller Barrier System facilities (i.e., Northeast Barrier PC and CV). Contrastingly, the Ticket System groupings with multiple major toll plazas that contribute to a significant majority of the total Pennsylvania Turnpike transactions and revenues exhibited statistically significant equations and coefficients, with consistent relationships across adjacent groupings and logical results.

Table 3-6 Regression Summary

Grouping/Vehicles	Start Yr	Adj. R2	Independent Variables			PA	Non-PA	Counties
Gateway PV	1987	91.5%	GDP	COVID-19		3	4	7
Pittsburgh PV	1987	94.7%	GDP	Toll Index	COVID-19	18	9	27
Western Rural PV	1987	90.1%	GDP	Toll Index	COVID-19	14	6	20
Eastern Rural PV	1987	97.7%	GDP	Toll Index	COVID-19	10	4	14
Philadelphia PV	1987	93.2%	GDP	Toll Index	COVID-19	13	7	20
Northeast Ticket PV	1987	98.0%	Population	Toll Index	COVID-19	8	4	12
Northeast Barrier PV	1994	79.8%	Population	COVID-19		2		2
I-376 PV	1994	91.1%	GDP	Toll Index	COVID-19	3		3
PA 66 PV	1994	96.4%	GDP	Toll Index		7	3	10
Mon Fayette PV	1994	93.4%	GDP	Toll Index	COVID-19	4	1	5
Gateway CV	1987	90.3%	Retail Sales			2		2
Pittsburgh CV	1987	95.9%	GDP	Toll Index	COVID-19	2	1	3
Western Rural CV	1987	92.3%	GDP	Toll Index	COVID-19	15	9	24
Eastern Rural CV	1987	96.5%	GDP			9	5	14
Philadelphia CV	1987	92.7%	GDP			6	4	10
Northeast Ticket CV	1987	99.4%	GDP	COVID-19		12	2	14
Northeast Barrier CV	1994	73.9%	GDP			3		3
I-376 CV	1994	96.7%	GDP			8	2	10
PA 66 CV	1994	95.1%	GDP			4		4
Mon Fayette CV	1994	92.5%	GDP			3	5	8

Source: CDM Smith

Aside from the few equations at single- and small Barrier System groupings with relatively poor statistical fits, the remaining equations that correspond to a significant majority of Pennsylvania Turnpike toll transactions and revenues exhibit robust adjusted R^2 statistics, ranging between 90.1% and 99.4%. Such relatively high statistical fits indicate good relationships. Similar results occurred in the 2018 analysis, with the same vehicle-grouping equation outliers (e.g., the same general statistical relativity between equations mostly held). Compared to the 2018 adjusted R^2, about half the equations (9 out of 20) improved, and about half (11 out of 20) declined, mostly with relatively minor (+/-1%) differences, although some barrier PCs' adjusted R^2 increased more. Effectively, the identified equations in 2018 generally held (logically and statistically) with some adjustments to the counties included per socioeconomic variables and the necessary inclusion of COVID-19 indexing. In three CVs equations, the previous generalized toll increase index was an included explanatory variable but has now dropped.

With the final equations, socioeconomic and toll index forecasts were applied to the regression coefficients to estimate future long-term travel demand. (Although the COVID-19 index variables

explained recent historical variations, they are assumed to hold constant in forecasts at observed 2022 levels and thus have no further effect on growth estimates). Socioeconomic forecasts were obtained from both Woods & Poole Economics, Inc. at a detailed county level and Moody's Analytics at a more macroscopic statewide and metropolitan statistical area (MSA) level. Both sources forecast almost identical long-term annual real GRP trends for comparable statewide and MSA geographies, with very minor average growth rate differentials only marginally noticeable after 2035. Given the availability of Woods & Poole forecasts at a granular county level, it was applied to equations to forecast baseline travel demand. The toll index forecast assumes a 5.0% annually recurring increase through 2025, 4.0% in 2026, 3.5% in 2027, and a deceleration to 3% in 2028 and thereafter.

In further traffic and revenue modeling, it was decided that econometric-derived forecast growth estimates for some of the identified sub-par equations fits not be applied. Instead, it was decided that alternative growth forecasts from a simpler, non-econometric based extrapolation of most recent historical trends be employed. A similar recommendation to consider simpler, alternative forecasts for the remaining barrier-system forecasts was also made because of the more localized characteristics of such facilities. Given the acceptable logic and statistical significance of the ticket-system equations, it was recommended that the econometric-based growth forecasts be applied in further traffic and revenue modeling for those major facilities.

3.3.2 Demand Growth Results

Econometrically derived travel demand forecasts for the Pennsylvania Turnpike are summarized in **Table 3-7**, based on applied W&P forecasts for the regional socioeconomics and future toll index growth assumptions to the respective regression coefficients. Compound average growth rates (CAGR) for the plaza groupings are shown for three historical timeframes as comparative context, and generally in ten-year future increments through year 2060. The last column in Table 3-7 presents the average growth over the entire 2023 through 2060 forecast period.

Average annual growth rates vary by toll plaza grouping, vehicle category, and period (hence, subcategorizing the facilities as conducted). Consequently, it is challenging to concisely summarize. However, generally, passenger car growth was historically slower than commercial vehicle growth. Barrier System facilities' transactions generally grew relatively faster than the older Ticket System facilities, although less so in more recent years than an entire historical timeframe. Also, for the major Ticket System groupings, the western portions (Gateway, Pittsburgh, and Western Rural) grew relatively slower than the eastern portions (Eastern Rural, Philadelphia, and the Northeast Extension). All three generalized relativities are expected to mostly continue through the econometric-based growth forecasts. Additionally, the future growth in transactions is universally forecast to decelerate relative to historical trends. Compared with 2018 econometric growth estimates (through 2050 rather than 2060), the PCs exhibit mostly similar long-term trends, albeit with slightly decelerated expectations (with the Northeast equations, as population-driven, not real GRP, effectively flatline). CVs are mostly similar to the 2018 estimates, especially the mainline groupings, but the barrier facilities exhibit some relative acceleration or deceleration. At the tail end of the forecast, PC transactions on both the Northeast Ticket System and PA 66 are expected to have a continued decline due to socioeconomic projections of slow growth combined with a compounding effect of annual toll rate increases. In all, the revised forecasts based on updated 2018 equations mostly yield similar results, with

differences attributable to the minor refinements noted (plus the re-anchored PCs equations' current base at still-below COVID-19 levels).

Table 3-7 Transaction Growth Summary

Grouping/Vehicles	'87-'22	'94-'22	'12-'22	'23-'30	'30-'40	'40-'50	'50-'60	'23-'60
Gateway PV	1.1%	0.6%	-0.5%	1.2%	1.0%	0.9%	0.8%	1.0%
Pittsburgh PV	0.1%	-0.2%	-1.9%	0.4%	0.5%	0.4%	0.3%	0.4%
Western Rural PV	0.3%	0.0%	-1.8%	0.4%	0.4%	0.3%	0.2%	0.3%
Eastern Rural PV	1.3%	0.8%	-1.0%	1.5%	1.4%	1.2%	1.1%	1.3%
Philadelphia PV	1.2%	0.4%	-1.7%	0.9%	0.8%	0.2%	-0.4%	0.3%
Northeast Ticket PV	2.3%	1.5%	-0.4%	0.1%	-0.1%	-0.7%	-1.3%	-0.6%
Northeast Barrier PV	#N/A	-0.4%	-2.3%	0.2%	-0.2%	-0.5%	-0.1%	-0.2%
I-376 PV	#N/A	1.3%	-1.1%	1.4%	1.2%	0.8%	0.5%	0.9%
PA 66 PV	#N/A	2.0%	-1.6%	1.1%	0.7%	-0.4%	-1.7%	-0.2%
Mon Fayette PV	#N/A	2.1%	-0.9%	1.8%	1.6%	1.3%	1.1%	1.4%
Gateway CV	1.1%	1.3%	3.3%	0.9%	1.1%	1.2%	1.3%	1.1%
Pittsburgh CV	1.4%	1.4%	1.7%	0.9%	0.8%	0.4%	0.0%	0.5%
Western Rural CV	1.5%	1.7%	1.7%	1.2%	1.1%	0.9%	0.8%	1.0%
Eastern Rural CV	2.6%	2.6%	3.4%	2.1%	1.9%	1.7%	1.6%	1.8%
Philadelphia CV	1.7%	2.0%	2.0%	1.5%	1.3%	1.2%	1.1%	1.3%
Northeast Ticket CV	3.9%	3.5%	3.3%	2.6%	2.3%	2.0%	1.8%	2.1%
Northeast Barrier CV	#N/A	1.9%	3.0%	1.5%	1.3%	1.2%	1.1%	1.3%
I-376 CV	#N/A	4.4%	2.6%	2.5%	2.1%	1.8%	1.7%	2.0%
PA 66 CV	#N/A	4.1%	1.8%	2.1%	1.7%	1.4%	1.2%	1.6%
Mon Fayette CV	#N/A	5.2%	3.0%	2.4%	2.1%	1.9%	1.8%	2.0%

Source: CDM Smith

A refined traffic and revenue analysis is the last component of the forecasting analysis. Growth rates developed from this econometric analysis are conditionally considered and applied to further traffic and revenue modeling. Some post-processing adjustments to the econometric forecasts prior to further modeling that consider additional factors such as long-term roadway capacities are expected. Also, some of the econometrically based forecasts for smaller Barrier System facilities may be dismissed due to relatively weak descriptor statistics and supplanted with alternative growth assumptions via recent trend extrapolations or other non-econometric means.

Chapter 4

Transaction and Toll Revenue Forecasts

Traffic and gross toll revenue forecasts are presented in this chapter for the Ticket System, the Barrier System, and the total Turnpike System. Forecasts are presented by fiscal year from 2022-23 through 2052-53. Also presented in this chapter are important inputs to the forecasts, including committed roadway projects, assumed future toll rate increases and assumed future E-ZPass market shares.

4.1 Committed Turnpike System Roadway Improvements

Through discussions with PTC personnel and by reviewing both the PTC Construction website and the State Transportation Improvement Plan (STIP) and Twelve-Year Program (TYP), CDM Smith identified the major committed roadway improvements that would potentially impact traffic and toll revenue on the Turnpike System. Projects were identified on the Mainline I-76/276/95 and the Northeast Extension. **Table 4-1** lists the identified projects and **Figure 4-1** presents the locations of the projects. All listed projects reflect information included in PTC's FY 2023-24 Capital Plan approved at the May 2, 2023 Commission meeting. In total, there are 26 projects identified.

A majority of these, 15 in all, are part of PTC's Total Reconstruction Initiative, which aims to rebuild and widen much of the Mainline Turnpike and Northeast Extension in order to provide a safer and more efficient travel experience. More than 150 miles have already been completed and more than 60 additional miles are under construction or funded. While these projects will improve the travel experience, they are not expected to affect transactions or revenue figures.

An additional six projects are related to PTC's planned conversion to segment-based, or open road tolling (ORT) on the Ticket System and associated changes to vehicle classification. The ORT conversion is the final phase of AET implementation and will allow vehicles to drive at highway speeds beneath overhead gantries without slowing down at toll plazas and while entering and exiting the Turnpike. The eastern portion of the Mainline Turnpike will include 19 gantries — with small utility buildings to house the required equipment — east of the Reading Interchange (Exit 286) to the New Jersey line and along the entire Northeast Extension (I-476). The eastern ORT system is expected to go live in 2025. The ORT system for the central and western Mainline Turnpike roadway is expected to begin construction in 2025, with an anticipated go-live date of 2027. Vehicle classification changes will alter the classification system of vehicles to be based on both height and number of axles, as is currently done on both the Southern Beltway and Northeast Extension barrier plazas. On the Mainline and Northeast Extension portions of the Ticket System, this will be done in conjunction with conversion to ORT. On the Beaver Valley Expressway and A.K. Hutchinson Bypass, this is expected to occur in January 2025.

Four projects include construction of new roadways and/or interchanges. Two new Mainline interchanges are planned: one with SR 130 at milepost 63 in Penn Township, Westmoreland

County, and one with Lafayette Street at milepost 331 in Plymouth Township, Montgomery County. These interchanges are planned to open in 2035 and 2030, respectively.

Table 4-1 Major Committed Roadway Improvements on the Pennsylvania Turnpike System

Milepost	Counties	Description (1)	Actual or Assumed Start Date	Assumed Completion Date
Mainline I-76/I-276/I-95				
Gateway Toll Plaza	Lawrence	Relocate toll plaza to MP 5.2	Spring 2024	January 2027
12-14	Beaver	Reconstruct and widen to 3 lanes in each direction	Fall 2022	September 2027
53-57	Alleghany	Reconstruct and widen to 3 lanes in each direction	2029	2032
57-68	Alleghany and Westmoreland	Reconstruct and widen to 3 lanes in each direction	2029	2033
63	Westmoreland	Construct a new interchange at SR 130	2031	2035
102-109	Somerset County	Reconstruct and widen to 3 lanes in each direction	January 2021	August 2024
126-131	Somerset and Bedford	Reconstruct and widen to 3 lanes in each direction	June 2022	Fall 2026
149-155	Bedford	Reconstruct and widen to 3 lanes in each direction	2032	2033
312-316	Chester	Reconstruct and widen to 3 lanes in each direction	Spring 2023	2027
324-326	Chester and Montgomery	Reconstruct and widen to 3 lanes in each direction	Fall 2021	Summer 2025
331	Montgomery	Construct a new interchange at Lafayette Street	2027	2030
350-352	Bucks	Reconstruct and widen to 3 lanes in each direction	2032	2033
352-355	Bucks	Reconstruct and widen to 3 lanes in each direction	2027	2030
355-356	Bucks	Reconstruct and widen to 3 lanes in each direction	2024	2027
System-wide		Convert from entry-exit tolling to segment-based (open road) tolling	Spring 2023	2028
System-wide		Convert vehicle classification to axle- and height-based system	2025	2028
Northeast Extension I-476				
A38-A44	Montgomery and Bucks	Reconstruct and widen to 3 lanes in each direction	April 2022	November 2024
A44-A48	Bucks and Lehigh	Reconstruct and widen to 3 lanes in each direction	2031	2033
A48-A53	Lehigh	Reconstruct and widen to 3 lanes in each direction	2027	2032
A53-A57	Lehigh	Reconstruct and widen to 3 lanes in each direction	2031	2033
Scranton Beltway	Lackawanna and Luzerne	Link I-476 to I-81 with two interchanges to create a Scranton Beltway	2029	2032
System-wide		Convert from entry-exit tolling to segment-based (open road) tolling	Spring 2023	2025
System-wide		Convert vehicle classification to axle- and height-based system	Spring 2023	2025
Mon/Fayette Expressway Turnpike 43				
PA 51 to SR 2043	Allegheny	Construct an extension of the existing Turnpike 43 including one new interchange	March 2023	Spring 2027
Beaver Valley Expressway I-376				
System-wide	Lawrence and Beaver	Convert vehicle classification to axle- and height-based system	2024	January 2025
A.K. Hutchinson Bypass PA 66				
System-wide	Westmoreland	Convert vehicle classification to axle- and height-based system	2024	January 2025

(1) The major committed roadway improvement projects listed here are a small subset of all projects listed in PTC's FY 2024 Ten Year Capital Plan.

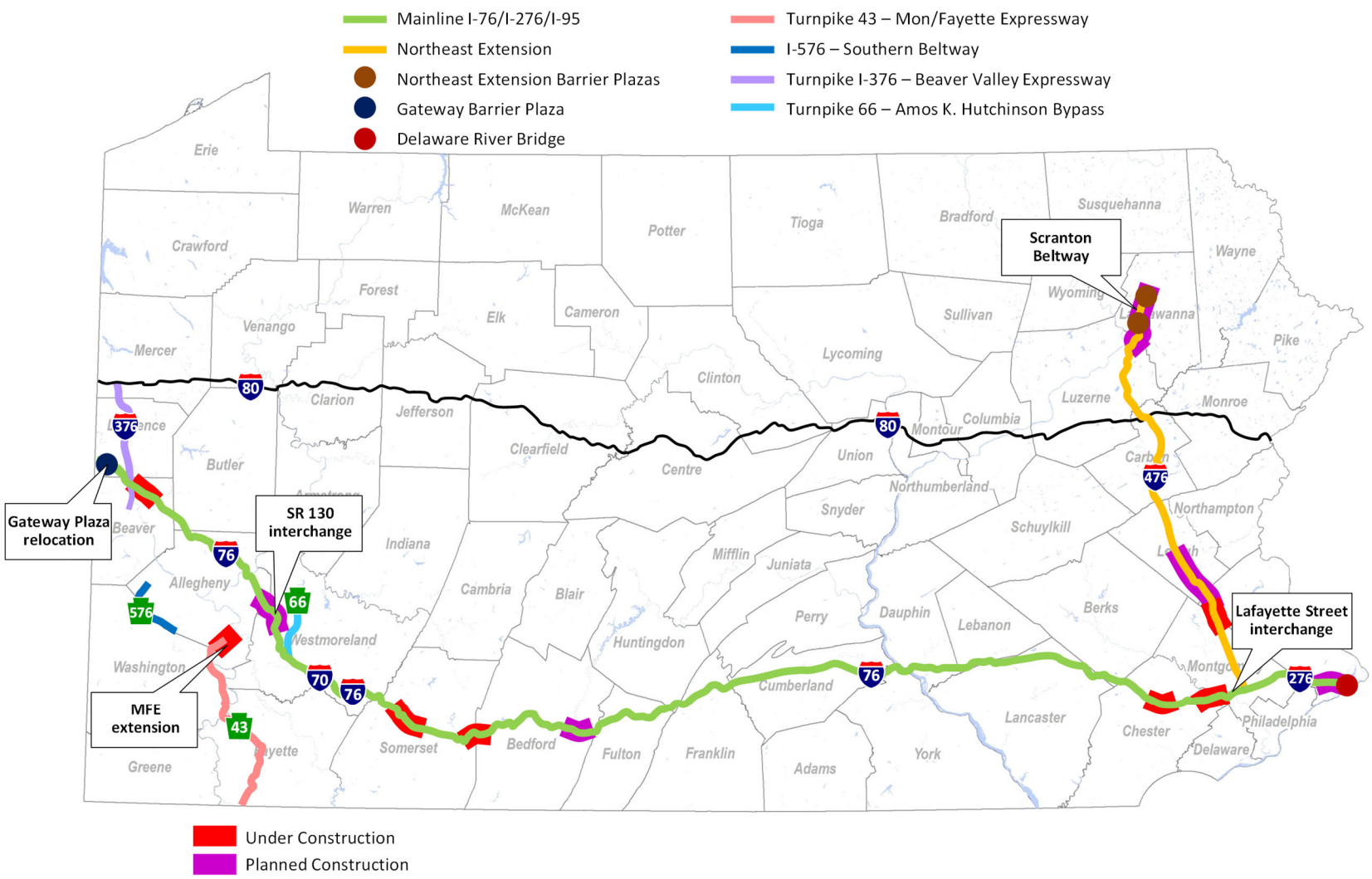


Figure 4-1
Pennsylvania Turnpike Commission Major Roadway Improvement Projects

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The Scranton Beltway project will link the Northeast Extension to I-81 with highway-speed connections that will enable motorists to seamlessly drive from interstate to interstate in northbound and southbound directions. There will be two separate connections between the I-476 and I-81 near the current Northeast Extension interchanges at Wyoming Valley (MP A115) and Clarks Summit (MP 131). Construction is expected to occur between 2029 and 2032.

An extension of the Mon/Fayette Expressway (MFE) is currently underway. The original construction of MFE was divided into four separate projects, three of which have been constructed. The last project will extend MFE from PA 51 to I-376 and is divided into two sections, one south of the Monongahela River and one to the north. The southern section from MFE's current terminus at PA 51 to the Monongahela River is the first to be constructed and is itself divided into seven construction sections. The first two of these sections, 53A1 and 53A2 are the only ones currently funded and will extend MFE three miles northwards to an interchange with Camp Hollow Road (SR 2043). Construction began in March 2023 and is expected to be complete in spring 2027.

The final project is the relocation of the Gateway Toll Plaza from its current location at MP 1.4 to MP 5.2. Construction is expected to occur from spring 2024 to January 2027. No other operational changes are planned with this relocation.

4.2 Construction Related Impacts on Turnpike System Traffic

Ongoing construction-related impacts stemming from roadway widening and reconstruction projects on the Turnpike System are expected to be minimal. Construction projects on the Turnpike System are planned to minimize lane closures or any restrictions to the Turnpike. When such measures are necessary, they are conducted overnight to avoid interfering with heavier daytime traffic volumes. Generally, preference is given to Turnpike Mainline traffic and construction-related disruptions are more likely to affect cross streets and Turnpike access points. Two travel lanes are maintained in both directions during construction activities.

For purposes of conservatism, each of these projects are assumed to have no net effect on Turnpike revenue figures. Conversion of the Ticket System to open road tolling (ORT) has been analyzed and is assumed to be revenue neutral on a system-wide basis. Axle- and height-based vehicle classification on the Ticket System has been separately analyzed and is also assumed to be revenue neutral. PTC will decide what these revenue-neutral toll rates will be prior to system conversion.

Conversion to axle- and height-based vehicle classification on barrier systems that have not yet been converted has not yet been analyzed but is expected to have no or minimal revenue impacts. 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 ORT conversion. Therefore, traffic and revenue impacts of these projects has not yet been analyzed or accounted for in this forecast.

4.3 Assumed Toll Rate Increases on the Turnpike

At the direction of the PTC, annual toll rate increases are assumed to occur on the entire Turnpike System. The toll rate increases are assumed to occur within several days of January 1 of each year. **Table 4-2** presents actual and assumed percent increases in toll rates for each calendar year from 2023 through 2053.

Table 4-2 Actual and Assumed Future Toll Rate Increases

Calendar Year		Percent Increase (1)	Sample Toll Rates		
			$1.00 Toll	$2.50 Toll	$10.00 Toll
2023	(2)(3)	5.0	$1.00	$2.50	$10.00
2024	(3)	5.0	1.10	2.70	10.50
2025	(4)	5.0	1.16	2.84	11.03
2026		4.0	1.21	2.95	11.47
2027		3.5	1.25	3.05	11.87
2028		3.0	1.29	3.14	12.23
2029		3.0	1.33	3.23	12.60
2030		3.0	1.37	3.33	12.98
2031		3.0	1.41	3.43	13.37
2032		3.0	1.45	3.53	13.77
2033		3.0	1.49	3.64	14.18
2034		3.0	1.53	3.75	14.61
2035		3.0	1.58	3.86	15.05
2036		3.0	1.63	3.98	15.50
2037		3.0	1.68	4.10	15.97
2038		3.0	1.73	4.22	16.45
2039		3.0	1.78	4.35	16.94
2040		3.0	1.83	4.48	17.45
2041		3.0	1.88	4.61	17.97
2042		3.0	1.94	4.75	18.51
2043		3.0	2.00	4.89	19.07
2044		3.0	2.06	5.04	19.64
2045		3.0	2.12	5.19	20.23
2046		3.0	2.18	5.35	20.84
2047		3.0	2.25	5.51	21.47
2048		3.0	2.32	5.68	22.11
2049		3.0	2.39	5.85	22.77
2050		3.0	2.46	6.03	23.45
2051		3.0	2.53	6.21	24.15
2052		3.0	2.61	6.40	24.87
2053		3.0	2.69	6.59	25.62

(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 due to undetermined policies after conversion to ORT.

Assumed percent increases in toll rates through the end of the forecast period are identical for cars and trucks and for E-ZPass and TBP transactions. Annual toll rate increases will remain at 5.0% through 2025 before tapering down to 3.0% in 2028 through 2053. Consistent with PTC's current tolling policy, in 2024 all toll rates will be rounded up to the nearest dime. After 2024, the sample rates shown in this table assume rounding to the nearest penny, which is reflected in the projections included in this report.

At the direction of PTC, the toll rate increases shown in Table 4-2 were used in the development of the traffic and toll revenue forecasts, including the assumption that the percent toll rate increases are the same for both E-ZPass and TBP transactions. PTC reserves the right to implement varying toll rate increases for E-ZPass and TBP in future years.

4.4 Estimated E-ZPass Market Share in Future Years

Because a price differential has been established between TBP and E-ZPass toll rates, it is important to estimate future year E-ZPass market shares in order to forecast gross toll revenues. Historically, cash and E-ZPass toll rates were virtually identical until 2011, differing only because cash rates were rounded up to the nearest nickel while E-ZPass rates were rounded up to the nearest cent. There was no reason for a customer to choose E-ZPass over cash based solely on the toll rate.

In 2011, 2012, 2013, and 2014, differential toll rate increases were implemented. As a result of these differential rate increases, theoretical cash toll rates became 39.5% greater than E-ZPass rates, with the actual differential being greater for lower price tolls due to the effect of rounding up to the nearest nickel for cash rates. With the advent of all-electronic tolling, TBP rates were assessed an additional 45% surcharge over cash rates to cover the costs of non-payment associated with TBP transactions and to incentivize E-ZPass participation. As a result, TBP rates are now approximately double E-ZPass rates. This differential creates incentives for TBP customers to shift to E-ZPass, and for new accounts to favor E-ZPass over TBP.

All image-based transactions are checked against E-ZPass customer license plates on file and if matches are found, then they are identified as vToll transactions. These vToll transactions are charged at the lower E-ZPass rate, which is approximately half the TBP rate. Because vTolls also receive the lower E-ZPass rate, they must also be accounted for in E-ZPass market share. As seen in **Figure 4-2**, the share of transactions conducted via vToll has been increasing since 2016, which is when PTC's first AET system was implemented on the Delaware River Bridge (DRB). As PTC converted more of its systems to AET, the share of vToll transactions has increased as E-ZPass customers traveling without a transponder on a given day are now captured via TBP tolling and cannot stop to pay cash instead. In 2015, prior to the first AET implementation, vTolls accounted for only 1.5% of system-wide transactions. By 2021, which was the first full calendar year with system-wide AET, vTolls had grown to 9.6% of all transactions. vToll market share is forecast to continue growing over the next few years, eventually reaching 12.8% of all transactions in 2027.

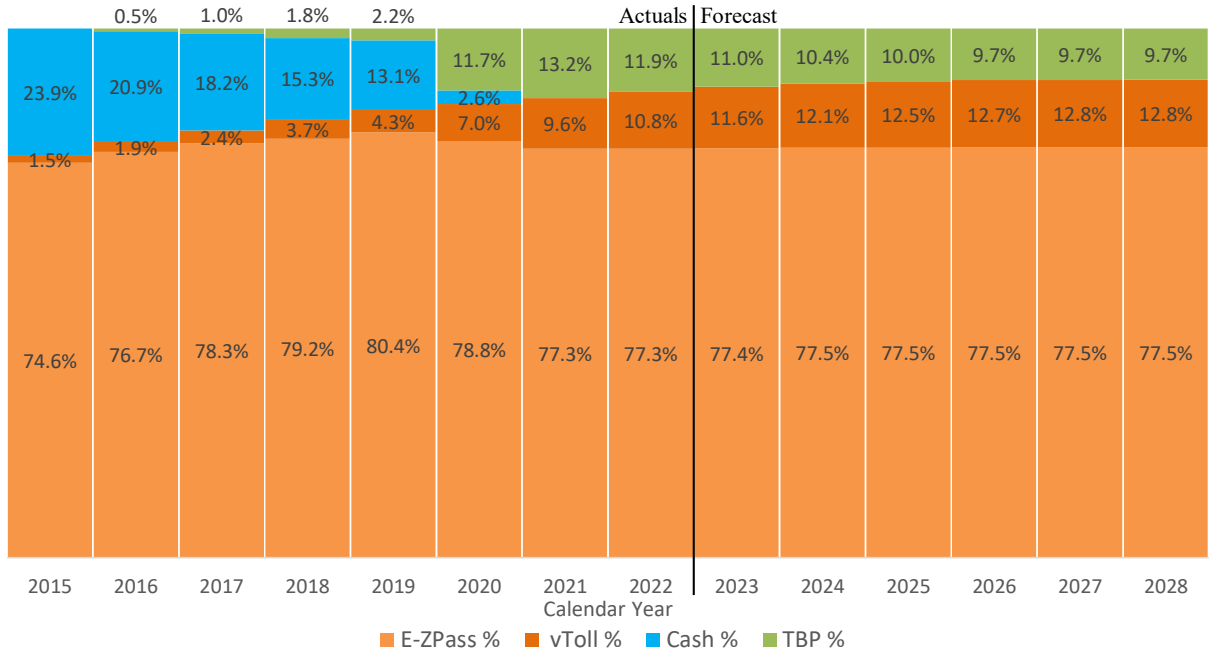


Figure 4-2 Historical and Forecast Market Shares of Total System-wide Transactions

Future year E-ZPass market shares (transponder read plus vToll transactions) were developed based on the assumed future toll rate increases shown in Table 4-2, and the historic trends in E-ZPass market share. **Table 4-3** presents the actual percent E-ZPass market shares of transactions from calendar years 2016 through 2022, the estimated percent E-ZPass market shares from 2023 through 2053, and the percentage point increase in E-ZPass market share over the prior year.

In 2016, the E-ZPass market share totaled 76.9% for passenger cars and 88.8% for commercial vehicles. By 2019, those values increased to 83.3% for passenger cars and 92.3% for commercial vehicles. However, with the conversion of the Ticket System and Mon/Fayette Expressway to all-electronic tolling (AET) in 2020, the E-ZPass market share for commercial vehicles declined in both 2020 and 2021. E-ZPass market share grew for both passenger cars and commercial vehicles in 2022, but the rate of growth is expected to slow until 2028. By this point, the market is expected to essentially be saturated with E-ZPass market shares of 89.8% for passenger cars, 92.9% for commercial vehicles, and 90.5% total. Market shares are expected to then increase only fractionally for the remainder of the forecast period as there will likely always be customers who choose not to use E-ZPass. Under AET, TBP offers relatively more convenient billing as opposed to the onerous process of conducting a cash transaction at the tolling point prior to AET implementation.

Table 4-3 Actual and Estimated E-ZPass Market Share

Calendar Year	Passenger Cars (1)		Commercial Vehicles (1)		Total Vehicles (1)	
	Percent Market Share	Percent Increase in Market Share	Percent Market Share	Percent Increase in Market Share	Percent Market Share	Percent Increase in Market Share
2015 (2)	74.3		87.2		76.1	
2016 (2)	76.9	2.6	88.8	1.6	78.5	2.4
2017 (2)	79.3	2.4	89.9	1.1	80.8	2.3
2018 (2)	81.5	2.2	91.0	1.1	82.9	2.1
2019 (2)	83.3	1.8	92.3	1.3	84.6	1.7
2020 (2)	84.4	1.1	91.5	(0.8)	85.7	1.1
2021 (2)	86.0	1.6	90.8	(0.7)	86.8	1.1
2022 (2)	87.4	1.4	91.4	0.6	88.1	1.3
2023 (3)	88.4	1.0	91.9	0.5	89.0	0.9
2024 (3)	89.1	0.7	92.2	0.3	89.6	0.6
2025 (3)	89.5	0.4	92.5	0.3	90.0	0.4
2026 (3)	89.7	0.2	92.7	0.2	90.3	0.3
2027 (3)	89.8	0.1	92.8	0.1	90.3	0.0
2028 (3)	89.8	0.0	92.9	0.1	90.3	0.0
2029 (3)	89.8	0.0	92.9	0.0	90.3	0.0
2030 (3)	89.8	0.0	92.9	0.0	90.3	0.0
2031 (3)	89.8	0.0	92.9	0.0	90.3	0.0
2032 (3)	89.8	0.0	92.9	0.0	90.4	0.1
2033 (3)	89.8	0.0	92.9	0.0	90.4	0.0
2034 (3)	89.8	0.0	92.9	0.0	90.4	0.0
2035 (3)	89.8	0.0	92.9	0.0	90.4	0.0
2036 (3)	89.8	0.0	92.9	0.0	90.4	0.0
2037 (3)	89.8	0.0	92.9	0.0	90.4	0.0
2038 (3)	89.8	0.0	92.9	0.0	90.4	0.0
2039 (3)	89.9	0.1	92.9	0.0	90.4	0.0
2040 (3)	89.9	0.0	92.9	0.0	90.4	0.0
2041 (3)	89.9	0.0	92.9	0.0	90.4	0.0
2042 (3)	89.9	0.0	92.9	0.0	90.4	0.0
2043 (3)	89.9	0.0	92.9	0.0	90.4	0.0
2044 (3)	89.9	0.0	92.9	0.0	90.4	0.0
2045 (3)	89.9	0.0	92.9	0.0	90.4	0.0
2046 (3)	89.9	0.0	92.9	0.0	90.5	0.1
2047 (3)	89.9	0.0	92.9	0.0	90.5	0.0
2048 (3)	89.9	0.0	92.9	0.0	90.5	0.0
2049 (3)	89.9	0.0	92.9	0.0	90.5	0.0
2050 (3)	89.9	0.0	92.9	0.0	90.5	0.0
2051 (3)	89.9	0.0	92.9	0.0	90.5	0.0
2052 (3)	89.9	0.0	92.9	0.0	90.5	0.0
2053 (3)	89.9	0.0	92.9	0.0	90.5	0.0

(1) E-ZPass market share includes both successful transponder transactions and vTolls.

(2) Actual E-ZPass market shares.

(3) Estimated E-ZPass market shares.

4.5 COVID-19 Impacts

Since March 2020, traffic and revenue on the Pennsylvania Turnpike System and all other highways have been impacted by the COVID-19 pandemic. Generally speaking, passenger car traffic has been negatively impacted as rates of telecommuting increased substantially and, at least in the early stages of the pandemic, social distancing and closure and capacity limitations of many businesses, public facilities, and events discouraged recreational travel. However, after an initial decline in the spring and summer of 2020, commercial vehicle traffic has been positively impacted as freight traffic grew due to increased consumer demand for ecommerce. While most of these impacts have now been reflected into baseline growth, CDM Smith has made minor adjustments to forecast passenger and commercial vehicle traffic to account for additional normalization expected to occur.

Passenger car traffic on the Pennsylvania Turnpike and other peer systems in the northeast and Midwest have not yet returned to 2019 levels due to shifts in commuting and travel patterns caused by the pandemic. While much of these changes are likely to be permanent, this forecast accounts for some modest additional recovery from lingering COVID-19 impacts by assuming an additional 3.5% growth in baseline passenger car traffic over the next two years, which will still be below 2019 levels.

Conversely, the high levels of growth experienced by commercial vehicle traffic since 2020 were impacted by the pandemic as demand for consumer goods increased. This level of demand likely cannot be sustained over the long-term, and COVID-19's positive impacts to commercial traffic have begun to weaken. Therefore, this forecast assumes a further 3.5% decline in baseline commercial vehicle traffic over the next two years, which will still keep it above 2019 levels.

4.6 Short-Term Economic Outlook

The forecast presented in this chapter includes a small adjustment to account for a mild recession. The Federal Reserve staff have outlined their projections for a recession during the March Federal Open Market Committee (FOMC). According to the meeting minutes, the staff expects "a mild recession starting later this year, with a recovery over the subsequent two years". In addition, the median projection for 2023 change in real GDP is +0.4%.

This forecast accounts for the latest recession probability forecasts by including a 50% probability of the Federal Reserve recession level taking place over the next year. The assumption for this forecast was that in the event of a recession, commercial vehicles would be more negatively impacted than passenger cars. The forecast assumes that recessionary impacts would negatively impact traffic in the short-term (through the second quarter of 2025) but have no impact on transactions and revenue in the long-term.

4.7 Transaction and Gross Toll Revenue Forecasts

This section summarizes the forecasts of toll transactions and gross toll revenue based on the information provided in the preceding sections of this report. All previously discussed information regarding future transaction growth rates in the various Turnpike corridors (Chapter 3) as well as assumed toll rates, E-ZPass market share, etc. are all brought together to develop the following forecasts.

A more detailed approach was taken in developing the short term forecast over the next two calendar years (2023 and 2024). Forecasts were developed on monthly basis during these two years for passenger cars and commercial vehicles and for each Turnpike toll facility (Ticket System, Beaver Valley, Mon/Fayette Expressway, etc.). This accomplished two things. First, it accounted for the most recent growth trends on all facilities. Second, it allowed for the creation of a "normal" calendar year by 2024, correcting for such things as adverse weather, the number of weekdays and weekend days in a month, and unique impacts such as the mid-year opening of the Southern Beltway. Once a normalized 2024 was developed, the longer-term growth rates established through the socioeconomic analysis described in Chapter 3 were applied to it and all future years throughout the forecast period.

Table 4-4 shows estimated Ticket System transactions and gross toll revenue through FY 2052-53. Actual data is shown for FY 2021-22 and for the first ten months of FY 2022-23 (through March 2023). As shown, total vehicle transactions are estimated to increase from about 145.3 million in FY 2021-22 (the latest full year of actual experience) to 171.6 million by FY 2052-53, which represents a total increase over this period of 18.1% or an average annual growth rate of 0.5%. Annual gross toll revenue is estimated to increase from $1.3 billion in FY 2021-22 to $4.3 billion by FY 2052-53. This represents an average annual increase of about 3.9% and includes the impacts of normal growth and annual toll rate increases.

Table 4-5 identifies the same transaction and gross toll revenue information for the Barrier System. As shown, total vehicle transactions are estimated to increase from about 54.8 million in FY 2021-22 to 67.0 million by FY 2052-53, which represents a total increase over this period of 22.3% or an average annual increase of about 0.7%. Estimated annual toll revenue is expected to increase from about $246.3 million in FY 2021-22 to $857.3 million by the end of the forecast period. This represents a 4.1% annual rate of increase. Again, this is influenced by normal growth and toll increases.

Table 4-6 identifies total combined transactions and gross toll revenue while also factoring in estimated toll discounts and adjustments. The vast majority of the discounts and adjustments results from commercial account toll adjustments due to the Turnpike's Commercial Volume Discount Program. The volume discount program allows for a 3.0% discount to be provided to accounts that accrue $20,000 or more in monthly tolls. Discounts and adjustments shown in Table 4-6 assume no further changes to the post-paid Commercial Volume Discount Program during the forecast period. As commercial traffic is expected to grow more quickly than passenger car traffic throughout the forecast period, a higher number of commercial accounts and/or vehicles are expected to qualify for the discount. Therefore, the negative adjustment applied for the discount grows from 1.9% of the commercial vehicle gross toll revenue in 2022-23 to 2.2% in FY 2052-53.

Total transactions increase from 200.1 million in FY 2021-22 to 238.6 million by FY 2052-53, which represents a total increase of about 19.2%, or an average annual increase of 0.6% over the forecast period. Total net revenue, after discounts and adjustments, is estimated to grow from approximately $1.6 billion in FY 2021-22 to $5.1 billion by FY 2052-53, representing a 3.9% average annual rate of growth. This includes normal growth, toll increase impacts, and toll discounts and adjustments.

Table 4-4 Ticket System Estimated Annual Transactions and Gross Toll Revenue

Fiscal Year (2)	Annual Traffic (in thousands) (1)			Annual Gross Toll Revenue (in thousands) (1)		
	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles
2021-22 (3)	119,499	25,807	145,306	$672,668	$650,063	$1,322,732
2022-23 (4)	120,741	25,771	146,512	705,048	685,729	1,390,778
2023-24	120,706	25,021	145,727	730,375	696,007	1,426,382
2024-25	121,903	25,105	147,008	769,161	728,270	1,497,431
2025-26	123,364	25,455	148,819	809,714	770,553	1,580,267
2026-27	124,437	25,737	150,174	846,103	806,775	1,652,878
2027-28	125,386	26,027	151,413	880,739	841,751	1,722,490
2028-29	126,348	26,318	152,666	914,127	876,232	1,790,359
2029-30	127,253	26,600	153,853	948,297	912,167	1,860,464
2030-31	128,122	26,877	154,999	983,417	949,321	1,932,738
2031-32	128,956	27,155	156,111	1,019,517	987,900	2,007,417
2032-33	129,795	27,441	157,236	1,056,931	1,028,266	2,085,197
2033-34	130,659	27,739	158,398	1,095,889	1,070,645	2,166,534
2034-35	131,482	28,040	159,522	1,135,876	1,114,699	2,250,575
2035-36	132,262	28,342	160,604	1,176,898	1,160,500	2,337,398
2036-37	132,998	28,645	161,643	1,218,952	1,208,120	2,427,072
2037-38	133,688	28,951	162,639	1,262,040	1,257,627	2,519,667
2038-39	134,332	29,258	163,590	1,306,171	1,309,098	2,615,269
2039-40	134,932	29,567	164,499	1,351,360	1,362,620	2,713,980
2040-41	135,484	29,876	165,360	1,397,608	1,418,181	2,815,789
2041-42	135,989	30,183	166,172	1,444,902	1,475,706	2,920,608
2042-43	136,441	30,479	166,920	1,493,199	1,534,894	3,028,093
2043-44	136,838	30,762	167,600	1,542,476	1,595,622	3,138,098
2044-45	137,190	31,043	168,233	1,592,838	1,658,495	3,251,333
2045-46	137,497	31,322	168,819	1,644,295	1,723,595	3,367,890
2046-47	137,758	31,599	169,357	1,696,844	1,791,001	3,487,845
2047-48	137,974	31,875	169,849	1,750,492	1,860,800	3,611,292
2048-49	138,144	32,148	170,292	1,805,236	1,933,079	3,738,315
2049-50	138,268	32,421	170,689	1,861,068	2,007,929	3,868,997
2050-51	138,346	32,692	171,038	1,917,983	2,085,448	4,003,431
2051-52	138,376	32,961	171,337	1,975,963	2,165,731	4,141,694
2052-53	138,358	33,230	171,588	2,034,985	2,248,878	4,283,863

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

(2) PTC fiscal year ends May 31.

(3) Reflects actual traffic and revenue experience.

(4) Reflects actual experience through March 2023.

Table 4-5 Barrier System Estimated Annual Transactions and Gross Toll Revenue

Fiscal Year	(2)	Annual Traffic (in thousands) (1) Passenger Cars	Commercial Vehicles	Total Vehicles	Annual Gross Toll Revenue (in thousands) (1) Passenger Cars	Commercial Vehicles	Total Vehicles
2021-22	(3,4)	45,629	9,169	54,798	$147,115	$99,180	$246,295
2022-23	(5,6)	49,206	10,147	59,353	164,634	109,525	274,159
2023-24		49,787	10,099	59,886	176,647	112,846	289,493
2024-25		50,278	10,271	60,549	188,862	119,582	308,444
2025-26		50,790	10,503	61,293	199,318	127,013	326,331
2026-27		51,080	10,649	61,729	208,250	133,149	341,399
2027-28		51,285	10,792	62,077	216,377	139,008	355,385
2028-29		51,473	10,927	62,400	224,126	144,705	368,831
2029-30		51,635	11,059	62,694	232,035	150,565	382,600
2030-31		51,782	11,189	62,971	240,152	156,620	396,772
2031-32		51,919	11,319	63,238	248,496	162,897	411,393
2032-33		52,086	11,459	63,545	257,239	169,524	426,763
2033-34		52,303	11,618	63,921	266,484	176,590	443,074
2034-35		52,503	11,776	64,279	275,974	183,933	459,907
2035-36		52,691	11,916	64,607	285,721	191,433	477,154
2036-37		52,867	12,023	64,890	295,731	199,015	494,746
2037-38		53,026	12,132	65,158	305,994	206,894	512,888
2038-39		53,169	12,241	65,410	316,514	215,081	531,595
2039-40		53,296	12,350	65,646	327,297	223,591	550,888
2040-41		53,406	12,461	65,867	338,339	232,434	570,773
2041-42		53,496	12,571	66,067	349,628	241,605	591,233
2042-43		53,565	12,678	66,243	361,150	251,063	612,213
2043-44		53,612	12,781	66,393	372,894	260,792	633,686
2044-45		53,642	12,884	66,526	384,899	270,887	655,786
2045-46		53,655	12,988	66,643	397,167	281,359	678,526
2046-47		53,651	13,091	66,742	409,700	292,223	701,923
2047-48		53,631	13,194	66,825	422,502	303,495	725,997
2048-49		53,593	13,298	66,891	435,575	315,195	750,770
2049-50		53,540	13,402	66,942	448,919	327,347	776,266
2050-51		53,471	13,507	66,978	462,538	339,965	802,503
2051-52		53,387	13,612	66,999	476,432	353,068	829,500
2052-53		53,288	13,718	67,006	490,602	366,675	857,277

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

(2) PTC fiscal year ends May 31.

(3) Reflects actual traffic and revenue experience.

(4) The Southern Beltway between US 22 and I-79 opened in October 2021.

(5) Reflects actual experience through March 2023.

(6) Reflects opening of all ramp movements between the Southern Beltway and I-79 in June 2022.

Table 4-6 Total System Estimated Annual Transactions and Gross Toll Revenue

Traffic and Toll Revenue in Thousands

Fiscal Year		Annual Traffic (2) Passenger Cars	Commercial Vehicles	Total Vehicles	Annual Gross Toll Revenue (2) Passenger Cars	Commercial Vehicles	Total Vehicles	Discounts and Adjustments (3)	Net Toll Revenue
2021-22	(4,5)	165,128	34,976	200,103	$819,784	$749,243	$1,569,027	($12,997)	$1,556,030
2022-23	(6,7)	169,947	35,918	205,865	869,682	795,255	1,664,937	(15,299)	1,649,638
2023-24		170,493	35,120	205,613	907,022	808,853	1,715,875	(15,965)	1,699,910
2024-25		172,181	35,376	207,557	958,023	847,852	1,805,875	(17,159)	1,788,716
2025-26		174,154	35,958	210,112	1,009,032	897,566	1,906,598	(18,614)	1,887,984
2026-27		175,517	36,386	211,903	1,054,353	939,924	1,994,277	(19,727)	1,974,550
2027-28		176,671	36,819	213,490	1,097,116	980,759	2,077,875	(20,829)	2,057,046
2028-29		177,821	37,245	215,066	1,138,253	1,020,937	2,159,190	(21,938)	2,137,252
2029-30		178,888	37,659	216,547	1,180,332	1,062,732	2,243,064	(22,995)	2,220,069
2030-31		179,904	38,066	217,970	1,223,569	1,105,941	2,329,510	(24,096)	2,305,414
2031-32		180,875	38,474	219,349	1,268,013	1,150,797	2,418,810	(25,246)	2,393,564
2032-33		181,881	38,900	220,781	1,314,170	1,197,790	2,511,960	(26,277)	2,485,683
2033-34		182,962	39,357	222,319	1,362,373	1,247,235	2,609,608	(27,362)	2,582,246
2034-35		183,985	39,816	223,801	1,411,850	1,298,632	2,710,482	(28,489)	2,681,993
2035-36		184,953	40,258	225,211	1,462,619	1,351,933	2,814,552	(29,659)	2,784,893
2036-37		185,865	40,668	226,533	1,514,683	1,407,135	2,921,818	(30,870)	2,890,948
2037-38		186,714	41,083	227,797	1,568,034	1,464,521	3,032,555	(32,129)	3,000,426
2038-39		187,501	41,499	229,000	1,622,685	1,524,179	3,146,864	(33,438)	3,113,426
2039-40		188,228	41,917	230,145	1,678,657	1,586,211	3,264,868	(34,798)	3,230,070
2040-41		188,890	42,337	231,227	1,735,947	1,650,615	3,386,562	(36,211)	3,350,351
2041-42		189,485	42,754	232,239	1,794,530	1,717,311	3,511,841	(37,675)	3,474,166
2042-43		190,006	43,157	233,163	1,854,349	1,785,957	3,640,306	(39,180)	3,601,126
2043-44		190,450	43,543	233,993	1,915,370	1,856,414	3,771,784	(40,726)	3,731,058
2044-45		190,832	43,927	234,759	1,977,737	1,929,382	3,907,119	(42,327)	3,864,792
2045-46		191,152	44,310	235,462	2,041,462	2,004,954	4,046,416	(43,985)	4,002,431
2046-47		191,409	44,690	236,099	2,106,544	2,083,224	4,189,768	(45,702)	4,144,066
2047-48		191,605	45,069	236,674	2,172,994	2,164,295	4,337,289	(47,480)	4,289,809
2048-49		191,737	45,446	237,183	2,240,811	2,248,274	4,489,085	(49,323)	4,439,762
2049-50		191,808	45,823	237,631	2,309,987	2,335,276	4,645,263	(51,231)	4,594,032
2050-51		191,817	46,199	238,016	2,380,521	2,425,413	4,805,934	(53,209)	4,752,725
2051-52		191,763	46,573	238,336	2,452,395	2,518,799	4,971,194	(55,258)	4,915,936
2052-53		191,646	46,948	238,594	2,525,587	2,615,553	5,141,140	(57,380)	5,083,760

(1) PTC fiscal year ends May 31.

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

(3) Reflects the Commercial Vehicle Discount Program, discount for Registered TBP Accounts, and other adjustments.

(4) Reflects actual traffic and revenue experience.

(5) The Southern Beltway between US 22 and I-79 opened in October 2021.

(6) Reflects actual experience through March 2023.

(7) Reflects opening of all ramp movements between the Southern Beltway and I-79 in June 2022.

Finally, **Table 4-7** provides a summary of total Turnpike System net toll revenue after accounting for TBP bad debt expenses. TBP bad debt expenses is the term PTC uses to describe the portion of Toll By Plate (TBP) invoices that are not paid. The gross toll revenue PTC initially recognizes includes all TBP invoiceable transactions and toll revenue, thus, it is necessary to remove the estimated portion of that TBP toll revenue that is not expected to be paid. In FY 2021-22, 38.2% of TBP revenue was categorized as bad debt expense. Based on 10 months of actuals (through March 2023), bad debt expense in FY 2022-23 is expected to increase to 40.9% of TBP revenue. Analyses conducted by CDM Smith indicate that the bad debt expense proportion of TBP revenue will grow further, reaching 46.0% of TBP invoices that will not be paid by FY 2028-29 and stabilizing at that level for the remainder of the forecast period.

As shown in Table 4-7, TBP bad debt expenses from are estimated to increase from a loss of $99.0 million in FY 2021-22 to $109.2 million in FY 2022-23, eventually reaching $301.4 million by FY 2052-53. Although the dollar value of TBP bad debt expense continues to grow each year, FY 2022-23 represents its peak value in relation to net toll revenue. In FY 2022-23, TBP bad debt expense is forecast to equal 6.6% of net toll revenue. This figure is expected to gradually decline throughout the forecast period, reaching 5.9% of net toll revenue by FY 2052-53. The growth in annual TBP bad debt expense from $109.2 million to $301.4 million over the forecast period is mostly due to increasing traffic and toll rates, thereby resulting in both more gross revenue and more unpaid revenue, and the slight increase in the proportion of TBP bad debt expense discussed above.

It should be noted that PTC is, and will be, seeking to aggressively pursue TBP violators. In response to unpaid invoices, PTC attempts to collect outstanding amounts via various options where practical and permitted by law. These include, but are not limited to, working with two collection agencies to go after unpaid tolls, suspending vehicle registrations, and filing criminal and civil complaints against toll scofflaws. The Commission is also pursuing reciprocity agreements with other states to enhance cross state collections and is pursuing legislative changes to strengthen enforcement measures for toll violators, including recently enacted legislation that reduces the minimum value of unpaid tolls needed to incur vehicle registration suspension from $500 to $250. PTC has also established new cash payment channels for unbanked customers through a partnership with Kubra. Thus, over time, it may be that CDM Smith's assumptions of up to 46% of TBP revenue ending up as bad debt expense assumptions overstate the actual revenue losses.

Table 4-7 Total System Net Gross Toll Revenue After TBP Revenue Bad Debt Expense

Toll Revenue in Thousands

Fiscal Year		Net Toll Revenue (2)	Estimated TBP Revenue Bad Debt Expense	Net Toll Revenue Minus TBP Bad Debt Expense	Bad Debt Expense Percentage of Net Toll Revenue
2021-22	(3,4)	$1,556,030	($99,014)	$1,457,016	6.4
2022-23	(5,6)	1,649,638	(109,237)	1,540,401	6.6
2023-24		1,699,910	(109,903)	1,590,007	6.5
2024-25		1,788,716	(113,962)	1,674,754	6.4
2025-26		1,887,984	(116,447)	1,771,537	6.2
2026-27		1,974,550	(120,583)	1,853,967	6.1
2027-28		2,057,046	(125,694)	1,931,352	6.1
2028-29		2,137,252	(130,626)	2,006,626	6.1
2029-30		2,220,069	(135,571)	2,084,498	6.1
2030-31		2,305,414	(140,662)	2,164,752	6.1
2031-32		2,393,564	(145,909)	2,247,655	6.1
2032-33		2,485,683	(151,377)	2,334,306	6.1
2033-34		2,582,246	(157,105)	2,425,141	6.1
2034-35		2,681,993	(163,006)	2,518,987	6.1
2035-36		2,784,893	(169,081)	2,615,812	6.1
2036-37		2,890,948	(175,330)	2,715,618	6.1
2037-38		3,000,426	(181,762)	2,818,664	6.1
2038-39		3,113,426	(188,381)	2,925,045	6.1
2039-40		3,230,070	(195,193)	3,034,877	6.0
2040-41		3,350,351	(202,197)	3,148,154	6.0
2041-42		3,474,166	(209,389)	3,264,777	6.0
2042-43		3,601,126	(216,751)	3,384,375	6.0
2043-44		3,731,058	(224,276)	3,506,782	6.0
2044-45		3,864,792	(232,000)	3,632,792	6.0
2045-46		4,002,431	(239,928)	3,762,503	6.0
2046-47		4,144,066	(248,063)	3,896,003	6.0
2047-48		4,289,809	(256,409)	4,033,400	6.0
2048-49		4,439,762	(264,971)	4,174,791	6.0
2049-50		4,594,032	(273,751)	4,320,281	6.0
2050-51		4,752,725	(282,754)	4,469,971	5.9
2051-52		4,915,936	(291,982)	4,623,954	5.9
2052-53		5,083,760	(301,439)	4,782,321	5.9

(1) PTC fiscal year ends May 31.

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

(3) Reflects actual traffic and revenue experience.

(4) The Southern Beltway between US 22 and I-79 opened in October 2021.

(5) Reflects actual experience through March 2023.

(6) Reflects opening of all ramp movements between the Southern Beltway and I-79 in June 2022.

4.8 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 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.

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.

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March 22, 2024

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

Subject: Pennsylvania Turnpike Commission 2024 Traffic and Toll Revenue Bring Down Letter

Dear Mr. Dreher:

The Pennsylvania Turnpike Commission (PTC or Commission) asked CDM Smith to prepare this *2024 Traffic and Toll Revenue Bring Down Letter* (2024 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 *2023 Traffic and Revenue Forecast Study* (2023 IG Study) dated May 2023.

The 2023 IG Study included actual data through March 2023 and presented traffic and gross toll revenue forecasts from fiscal year (FY) 2022-23 through FY 2052-53. A fiscal year runs from June 1 through May 31. An additional 10 months of actual data (through January 2024) were available for this 2024 Bring Down Letter. The forecast period for this study is one additional year into the future, now extending through FY 2053-54.

This report will provide a summary of differences between the current traffic and revenue forecast and the one provided in the 2023 IG Study.

The updated forecasts reflect the following changes from the 2023 IG Study:

- E-ZPass + v-toll 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 10 months of data, from April 2023 through January 2024.
- Additional adjustments to account for continuing recovery of passenger car (PC) transactions from the COVID-19 pandemic have been removed from the forecast.

- A review of scheduled major roadway improvements was conducted to determine if there have been any changes since completion of the 2023 IG Study. Six new projects have been added or split off from existing projects, and the timing of others 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 modest downward adjustment to transactions and gross toll revenue to account for a 50-percent probability of a recession beginning in late 2023 has been removed due to economic forecasters' decreasing confidence of a recession occurring.
- The forecast for discounts and adjustments was updated. The discounts given in the 10 months since the 2023 IG Study have been slightly lower than expected, resulting in a positive impact on net revenue.
- Based on recent experience and trends, the percentage of Toll By Plate (TBP) Bad Debt Expense has been revised upwards.

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

The intent of this 2024 Bring Down Letter is to review and revise, if warranted, the forecasts developed as part of the 2023 IG Study. Any adjustments would be made based on the 10 months of new actual traffic and toll revenue experience since the 2023 IG Study 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 7, 2024. 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.

Table 1
Historical Toll Rate Increases
Pennsylvania Turnpike

Date	Percent Increase Cash/Video	Percent Increase E-ZPass	Comment
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	

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.

Periodic toll rate increases were implemented on the Turnpike System in 1987, 1991, and 2004. Beginning in 2009, annual toll increases have been implemented. During the 2000s decade, E-ZPass was phased into the Turnpike System. 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.

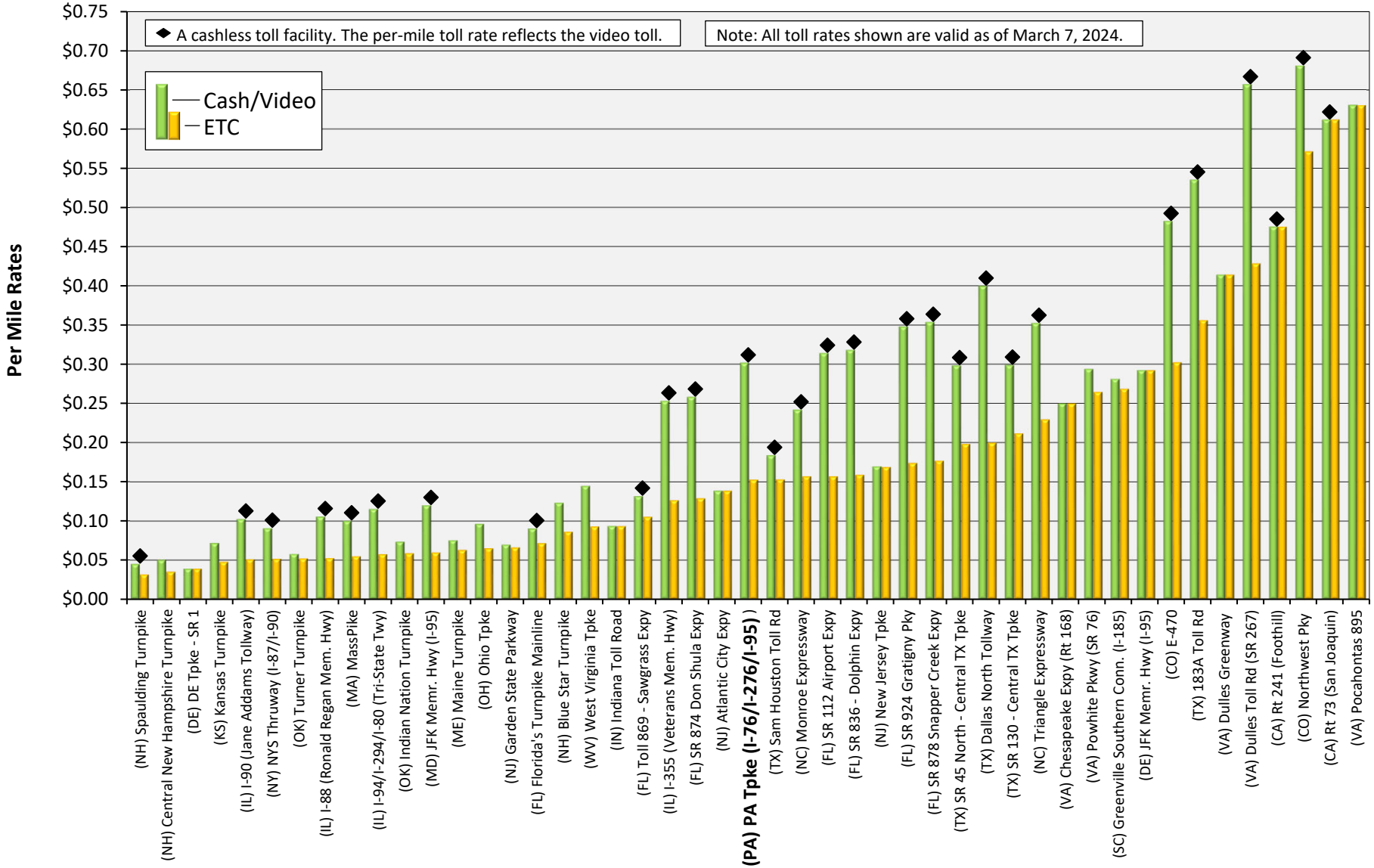
In 2015 toll rates increased by 5.0 percent. Both cash/video and E-ZPass toll rates increased by 6.0 percent annually from 2016 to 2021 and by 5.0 percent from 2022 to 2024. As of June 2020, the entire Pennsylvania Turnpike System is an all-electronic tolling (AET) system; cash is no longer accepted,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

Figures 1 and 2 show the 2024 per-mile toll rates for a through-trip on 47 U.S. toll facilities, for PCs and 5-axle commercial vehicles (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 1 and 2.

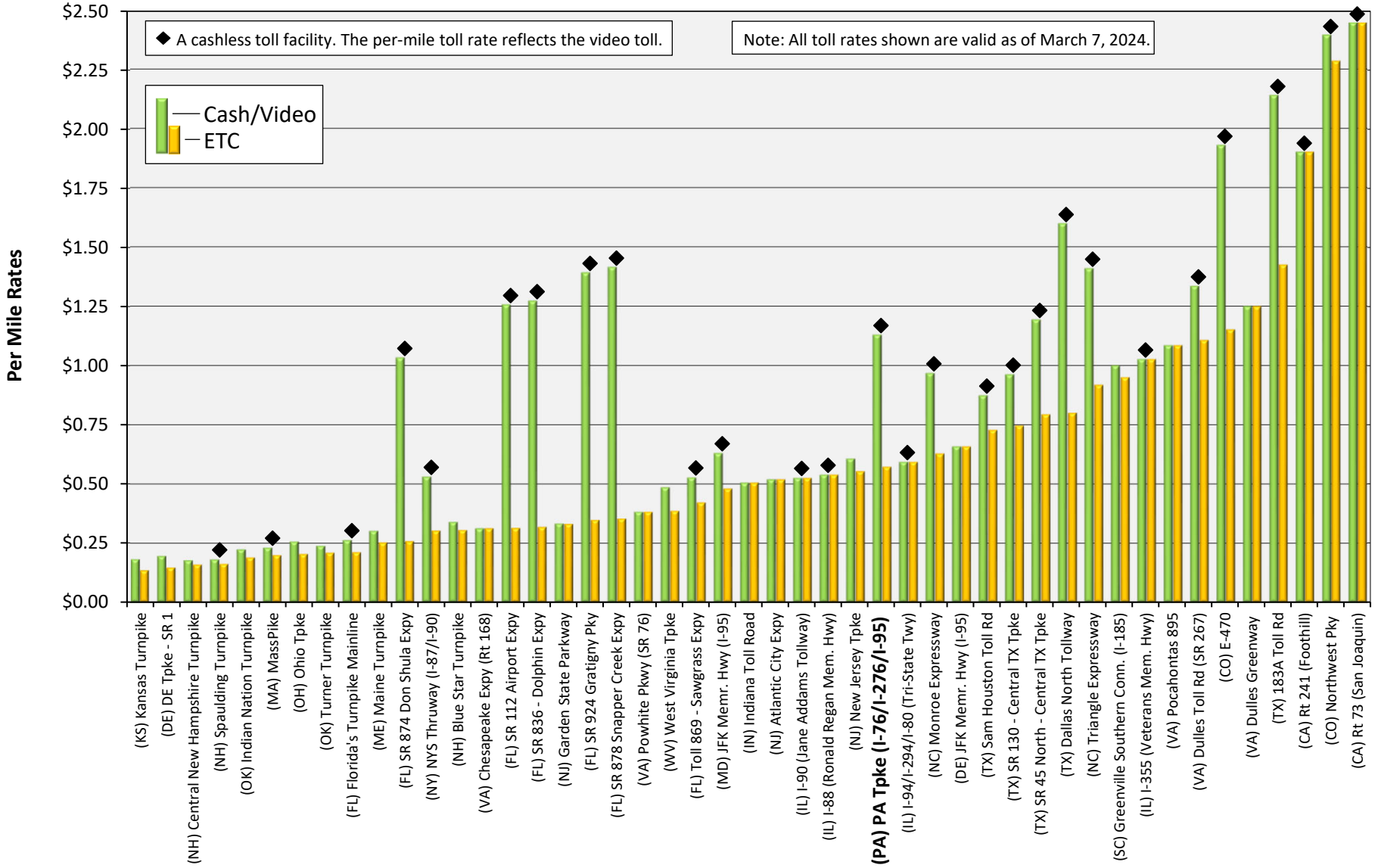
The per-mile through-trip toll rate is shown for the Pennsylvania Turnpike Mainline, which represents a trip on I-76/I-276/I-95 between Ohio and New Jersey. Figure 1 shows that despite 16 consecutive annual toll increases beginning in 2009, the Pennsylvania Turnpike Mainline PC per-mile toll rates of 15 cents per mile for E-ZPass customers and 30 cents per mile for video customers are still reasonably priced compared to other U.S. toll facilities. This ranks exactly in the middle of the 47 surveyed facilities.

Through-trip toll rates on the Pennsylvania Turnpike Mainline for 5-axle CVs (represented by weight class 6) are 57 cents per mile for E-ZPass and $1.13 per mile for video transactions, which puts the Mainline's ETC per-mile rates as the 19th most expensive facility of the 47 that are tracked.



COMPARISON OF 2024 PASSENGER CAR PER-MILE THROUGH TRIP TOLL RATES (DATA SORTED BY ETC TOLL RATES)

FIGURE 1



COMPARISON OF 2024 FIVE-AXLE VEHICLE PER-MILE THROUGH TRIP TOLL RATES (DATA SORTED BY ETC TOLL RATES)

FIGURE 2

Annual Transaction and Gross Toll Revenue Trends

Table 2 provides a summary of annual systemwide transactions and gross toll revenue trends from FY 1994-95 through FY 2022-23. 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 four fiscal years that have been completed since the start of the pandemic, from the close of FY 2018-19 to the close of FY 2022-23, total transactions fell by a total of 3.3 percent compared to FY 2018-19, an average decline of 0.8 percent per year. However, due to toll rate increases, total revenue was able to grow over the same period by a total of 24.4 percent, or 5.6 percent per year.

Table 2
Annual Systemwide Traffic and Gross Toll Revenue Trends
Pennsylvania Turnpike System
(in thousands)

	Transactions						Gross Toll Revenue					
Fiscal Year (1)	Cars	Percent Change over Prior Year	Trucks	Percent Change over Prior Year	Total	Percent Change over Prior Year	Cars	Percent Change over Prior Year	Trucks	Percent Change over Prior Year	Total	Percent Change over 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

Average Annual Percent Change

	Transactions			Gross Toll Revenue		
Fiscal Year	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 2022-23	(1.6)	3.4	(0.8)	4.1	7.4	5.6
FY 1994-95 - FY 2022-23	1.4	3.0	1.7	6.1	6.6	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.

Monthly Transactions and Gross Toll Revenue Trends

Tables 3 through 5 present recent monthly transaction and gross toll revenue trends from FY 2020-21 through the first eight months of FY 2023-24 (January 2024) for all PTC facilities. The information is provided for PCs, CVs, and total vehicles. The facilities are summarized in the following order:

- Table 3 – the total Turnpike System (combined total of the Ticket System and Barrier System);
- Table 4 – the Ticket System (comprised of I-76/I-276 and I-476);
- Table 5 – 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, FY 2020-21, experienced suppressed transactions and revenues due to the COVID-19 pandemic. During the early months of this fiscal year, there were still extant stay-at-home orders, limitations on public gatherings, and school closures. Over the course of the year, these were generally eased and eventually removed. By the start of FY 2021-22, almost all formal restrictions had been lifted, but many workers continued to telecommute.

As shown in Table 3, total systemwide transactions increased by 18.0 percent in FY 2021-22 as traffic rebounded from the effects of the pandemic. Although PC transaction growth of 19.9 percent was much higher than CV revenue growth of 9.7 percent, PCs were more significantly impacted by the pandemic and experienced steep declines during FY 2020-21, while CV transactions were impacted less severely and had returned to growth by September 2020. Total systemwide gross toll revenue experienced a similar trajectory, with 24.6 percent growth in FY 2021-22, with PC revenue growth of 34.3 and CV revenue growth of 15.5 percent.

In FY 2022-23, transactions continued their recovery, albeit at a slower rate, with PC transactions growing by 3.2 percent, CV transactions growing by 2.6 percent, and total transactions growing by 3.1 percent. PC, CV, and total vehicle revenue all grew by 5.9 percent. 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 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 have continued thus far in FY 2023-24. PC transactions have grown 1.9 percent over the first eight months of the fiscal year, from June 2023 through January 2024, with positive growth in all months except January. CV transactions have declined a total of 0.9 percent over the same period, with negative growth in all months except October 2023 and January 2024. When combined, total transactions have increased 1.4 percent during this period. Revenue has experienced similar trends, although growth rates have been higher due to a toll rate increase of five percent. PC gross revenue has grown 6.7 percent between June 2023 and January 2024, while CV revenue has grown 3.5 percent. Total vehicle revenue has grown 5.2 percent over this eight-month period.

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. As shown in Table 4, in FY 2021-22 total transactions increased 16.9 percent from the prior year, while toll revenue increased by 24.5 percent. PC transactions increased by 19.0 percent, while toll revenue grew 34.9 percent. CV transactions grew by 7.9 percent and toll revenue grew 15.2 percent compared to FY 2020-21.

As with the overall system, overall transactions continued to grow in FY 2022-23, but at a slower pace of 1.0 percent. Due to toll rate increases, total revenue grew at a faster rate of 4.9 percent. PC transactions exhibited stronger growth of 1.3 percent, while CV transactions declined 0.3 percent. These trends continued through the first eight months of FY 2023-24, with total revenue growth (4.8 percent) outpacing total transactions growth (1.0 percent) and PC transactions continuing to grow (1.5 percent) while CV transactions continued to decline (1.2). Despite these divergent trends of PC and CV growth over the past two years, PC transactions 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 5 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 2021-22, Barrier System total transactions grew 21.0 percent, even stronger than the 16.9 percent growth experienced on the Ticket System. PC growth (22.3 percent) outpaced CV growth (14.9 percent), although the difference was smaller than on the Ticket System. Due to toll rate increases, revenue growth was even stronger, with 31.8 percent growth for PCs, 17.5 percent growth for CVs, and total vehicle growth of 25.6 percent. Part of these faster growth rates for the barrier system in FY 2021-22 can be attributable to a 13.2-mile extension of the Southern Beltway that opened on October 15, 2021.

While growth slowed in FY 2022-23, the slowdown was less significant than on the Ticket System. Unlike the Ticket System, CV transactions experienced positive year-over-year growth in every month of the fiscal year and grew 10.9 percent overall, higher than PC growth of 8.1 percent. Total vehicle transaction growth was 8.5 percent, and total vehicle revenue growth was 11.4 percent. Once again, these figures were positively impacted by the opening of the Southern Beltway extension, as traffic continued to ramp up in its second year of operation.

Growth slowed in the first eight months of FY 2023-24, with total vehicle transactions growing by 2.3 percent and total vehicle revenue growing by 7.2 percent compared to the same eight-month period in the prior fiscal year, although both these figures are higher than the growth exhibited by the Ticket System. Like the Ticket System, CV transaction growth underperformed PC transaction growth in most months.

Table 3

Total Turnpike System - Monthly Transaction and Revenue Trends

Transactions Include Revenue and Non-Revenue Vehicles

Toll Transactions (in 1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24
June	10,557	36.0	14,360	2.1	14,665	5.9	15,529	2,716	10.6	3,002	7.9	3,239	(0.7)	3,217	13,273	30.8	17,363	3.1	17,904	4.7	18,746
July	12,228	24.1	15,171	(0.3)	15,120	3.2	15,602	2,788	6.5	2,970	2.6	3,047	(1.5)	3,003	15,016	20.8	18,141	0.1	18,167	2.4	18,605
August	12,762	17.7	15,017	2.7	15,427	3.1	15,908	2,745	10.3	3,026	9.8	3,323	(0.3)	3,311	15,507	16.4	18,044	3.9	18,750	2.5	19,220
September	12,193	15.3	14,060	3.4	14,539	0.7	14,647	2,758	8.2	2,983	5.0	3,133	(4.4)	2,997	14,951	14.0	17,042	3.7	17,672	(0.2)	17,644
October	12,702	17.8	14,963	0.3	15,002	1.6	15,243	2,841	7.6	3,057	1.4	3,100	2.5	3,179	15,543	15.9	18,021	0.5	18,102	1.8	18,421
November	10,730	30.4	13,995	0.1	14,008	2.2	14,321	2,509	14.6	2,874	1.3	2,910	(0.5)	2,895	13,238	27.4	16,869	0.3	16,918	1.8	17,216
December	9,949	36.4	13,570	1.2	13,730	1.6	13,952	2,492	12.6	2,806	(1.8)	2,756	(3.0)	2,672	12,441	31.6	16,376	0.7	16,485	0.8	16,624
January	9,939	9.4	10,877	16.3	12,646	(4.5)	12,079	2,410	6.4	2,565	6.2	2,723	0.4	2,735	12,348	8.9	13,442	14.3	15,369	(3.6)	14,814
February	8,785	30.6	11,472	4.5	11,986			2,175	17.4	2,554	0.1	2,556			10,960	28.0	14,026	3.7	14,542		
March	11,777	12.2	13,213	4.4	13,797			2,816	8.8	3,064	(1.7)	3,012			14,593	11.5	16,277	3.3	16,810		
April	12,444	11.7	13,906	1.3	14,093			2,833	4.7	2,965	(3.1)	2,874			15,277	10.4	16,871	0.6	16,967		
May	13,650	6.4	14,523	5.6	15,343			2,805	10.8	3,109	3.7	3,224			16,456	7.1	17,632	5.3	18,567		
Total Year	137,714	19.9	165,128	3.2	170,355			31,887	9.7	34,976	2.6	35,898			169,601	18.0	200,103	3.1	206,253		
Subtotal Jun-Jan	91,058	23.0	112,014	2.8	115,137	1.9	117,281	21,257	9.5	23,284	4.1	24,231	(0.9)	24,008	112,315	20.5	135,298	3.0	139,368	1.4	141,289

Toll Revenue (in $1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24
June	$43,987	58.1	$69,542	8.4	$75,387	11.2	$83,857	$52,201	18.1	$61,648	12.6	$69,420	3.1	$71,598	$96,188	36.4	$131,190	10.4	$144,807	7.4	$155,455
July	52,274	57.1	82,121	0.5	82,549	3.4	85,370	52,730	16.8	61,582	8.4	66,772	1.3	67,654	105,004	36.9	143,703	3.9	149,321	2.5	153,024
August	57,496	35.3	77,797	5.9	82,405	(1.3)	81,364	53,529	16.9	62,598	14.4	71,638	(1.4)	70,647	111,025	26.5	140,394	9.7	154,043	(1.3)	152,011
September	50,963	28.3	65,407	13.8	74,449	10.9	82,542	52,040	14.4	59,534	12.4	66,931	1.1	67,692	103,003	21.3	124,941	13.2	141,379	6.3	150,234
October	55,416	41.6	78,451	(5.4)	74,223	5.5	78,285	55,697	18.3	65,892	0.7	66,341	6.9	70,906	111,112	29.9	144,344	(2.6)	140,564	6.1	149,191
November	44,030	36.5	60,100	16.5	70,031	6.2	74,404	49,039	15.2	56,500	11.6	63,075	2.0	64,352	93,069	25.3	116,600	14.2	133,106	4.2	138,756
December	42,347	68.2	71,239	(5.5)	67,345	16.0	78,125	51,072	20.9	61,742	(2.9)	59,946	9.2	65,461	93,418	42.3	132,981	(4.3)	127,291	12.8	143,586
January	44,324	26.5	56,090	11.0	62,236	2.8	63,988	51,916	14.2	59,310	4.1	61,751	6.9	65,981	96,240	19.9	115,400	7.4	123,987	4.8	129,969
February	37,804	42.7	53,956	6.4	57,427			48,175	19.9	57,775	2.5	59,224			85,979	30.0	111,731	4.4	116,651		
March	52,941	18.3	62,609	12.6	70,482			61,248	12.2	68,693	2.3	70,252			114,189	15.0	131,302	7.2	140,733		
April	59,506	16.2	69,160	5.5	72,986			59,747	8.2	64,647	2.3	66,146			119,253	12.2	133,806	4.0	139,132		
May	69,267	5.8	73,312	7.5	78,833			61,065	13.5	69,323	3.7	71,858			130,332	9.4	142,635	5.6	150,692		
Total Year	$610,353	34.3	$819,784	5.9	$868,352			$648,458	15.5	$749,243	5.9	$793,355			$1,258,812	24.6	$1,569,027	5.9	$1,661,707		
Subtotal Jun-Jan	390,836	43.5	560,747	5.0	588,624	6.7	$627,935	418,224	16.9	488,805	7.6	525,875	3.5	$544,292	809,059	29.7	1,049,552	6.2	1,114,499	5.2	$1,172,227

NOTES:

(1) Toll increases occur every year with exceptions. Refer to Table 1 for details.

(2) AET conversion was implemented on the Ticket System and Mon/Fayette Expressway in June 2020.

(3) A 13.2 mile extension of the Southern Beltway opened on October 15, 2021.

Table 4

Ticket System - Monthly Transaction and Revenue Trends

Transactions Include Revenue and Non-Revenue Vehicles

Toll Transactions (in 1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24
June	7,560	39.8	10,569	(1.0)	10,458	5.2	10,997	2,024	11.3	2,253	3.6	2,334	(2.2)	2,283	9,584	33.8	12,822	(0.2)	12,793	3.8	13,280
July	8,817	26.1	11,115	(4.2)	10,650	2.5	10,913	2,077	7.6	2,235	(2.2)	2,185	(2.2)	2,137	10,894	22.5	13,350	(3.9)	12,835	1.7	13,050
August	9,241	18.6	10,964	(0.9)	10,867	2.7	11,159	2,053	10.8	2,276	4.5	2,379	(0.9)	2,359	11,294	17.2	13,240	0.0	13,246	2.0	13,517
September	8,824	16.7	10,295	(0.3)	10,261	0.3	10,288	2,052	9.3	2,243	(0.3)	2,237	(4.4)	2,139	10,876	15.3	12,538	(0.3)	12,498	(0.6)	12,427
October	9,269	17.2	10,867	(2.2)	10,623	1.5	10,782	2,126	6.8	2,270	(2.6)	2,211	3.0	2,278	11,395	15.3	13,137	(2.3)	12,834	1.8	13,059
November	7,872	27.8	10,063	(0.8)	9,984	2.1	10,193	1,892	11.3	2,106	(1.1)	2,083	(0.2)	2,080	9,764	24.6	12,169	(0.8)	12,067	1.7	12,273
December	7,314	33.5	9,762	0.5	9,806	1.6	9,965	1,892	8.7	2,057	(3.4)	1,987	(3.2)	1,923	9,205	28.4	11,819	(0.2)	11,793	0.8	11,888
January	7,341	6.4	7,808	16.3	9,085	(4.7)	8,658	1,821	3.2	1,879	4.6	1,965	0.3	1,970	9,162	5.7	9,687	14.1	11,049	(3.8)	10,628
February	6,398	29.8	8,307	3.4	8,586			1,626	14.9	1,869	(1.6)	1,840			8,024	26.8	10,177	2.4	10,426		
March	8,622	10.0	9,483	3.7	9,837			2,121	5.0	2,228	(2.7)	2,168			10,743	9.0	11,710	2.5	12,005		
April	9,122	8.9	9,934	0.7	10,007			2,120	1.6	2,154	(4.5)	2,056			11,243	7.5	12,088	(0.2)	12,063		
May	10,014	3.2	10,332	5.3	10,883			2,106	6.3	2,238	2.2	2,288			12,119	3.7	12,569	4.8	13,170		
Total Year	100,394	19.0	119,499	1.3	121,046			23,910	7.9	25,807	(0.3)	25,733			124,304	16.9	145,306	1.0	146,779		
Subtotal Jun-Jan	66,238	23.0	81,443	0.4	81,734	1.5	82,955	15,937	8.7	17,318	0.4	17,381	(1.2)	17,168	82,175	20.2	98,761	0.4	99,115	1.0	100,123

Toll Revenue (in $1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24
June	$35,319	62.5	$57,377	7.3	$61,561	10.8	$68,213	$45,213	18.6	$53,638	11.7	$59,916	2.7	$61,524	$80,532	37.9	$111,015	9.4	$121,477	6.8	$129,737
July	42,697	60.3	68,423	(1.6)	67,357	2.6	69,078	45,733	17.3	53,654	7.4	57,631	1.1	58,250	88,430	38.0	122,077	2.4	124,988	1.9	127,328
August	46,956	38.1	64,828	4.2	67,533	(2.6)	65,746	46,518	17.4	54,595	13.3	61,836	(1.8)	60,716	93,474	27.8	119,423	8.3	129,369	(2.2)	126,462
September	41,486	29.3	53,642	12.7	60,460	10.5	66,784	45,044	14.7	51,683	11.4	57,574	1.0	58,142	86,530	21.7	105,325	12.1	118,034	5.8	124,926
October	45,050	44.2	64,959	(7.8)	59,891	5.1	62,919	48,290	18.7	57,319	(0.5)	57,051	6.8	60,909	93,340	31.0	122,279	(4.4)	116,941	5.9	123,828
November	36,273	32.8	48,187	18.1	56,911	5.8	60,228	42,656	13.9	48,605	11.7	54,268	1.9	55,300	78,929	22.6	96,792	14.9	111,179	3.9	115,528
December	34,329	72.9	59,349	(8.0)	54,612	15.8	63,219	44,492	20.5	53,632	(3.6)	51,699	9.4	56,568	78,821	43.3	112,981	(5.9)	106,311	12.7	119,787
January	36,314	26.5	45,926	9.2	50,149	3.0	51,656	45,231	14.1	51,605	3.1	53,183	7.0	56,890	81,545	19.6	97,532	5.9	103,331	5.0	108,546
February	30,899	40.9	43,533	5.5	45,943			42,135	18.8	50,044	2.1	51,084			73,034	28.1	93,578	3.7	97,027		
March	43,127	17.6	50,734	12.0	56,814			53,427	11.3	59,456	1.9	60,613			96,553	14.1	110,190	6.6	117,427		
April	48,848	14.9	56,151	4.8	58,847			51,990	7.4	55,817	2.2	57,046			100,838	11.0	111,968	3.5	115,892		
May	57,404	3.8	59,559	6.9	63,650			53,338	12.5	60,013	2.7	61,657			110,743	8.0	119,573	4.8	125,307		
Total Year	$498,703	34.9	$672,668	4.6	$703,728			$564,067	15.2	$650,063	5.2	$683,556			$1,062,770	24.5	$1,322,732	4.9	$1,387,284		
Subtotal Jun-Jan	318,425	45.3	462,691	3.4	478,474	6.1	$507,842	363,177	16.9	424,732	6.7	453,156	3.3	$468,299	681,602	30.2	887,423	5.0	931,630	4.8	$976,141

NOTES:

(1) Toll increases occur every year with exceptions. Refer to Table 1 for details.

(2) AET conversion occurred in June 2020.

(3) Ticket System includes the Mainline (I-76/I-276) and Northeast Extension (I-476).

Table 5

Combined Barrier Facilities - Monthly Transaction and Revenue Trends

Transactions Include Revenue and Non-Revenue Vehicles

Toll Transactions (in 1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24
June	2,997	26.5	3,791	11.0	4,207	7.7	4,532	692	8.3	749	20.8	905	3.2	934	3,689	23.1	4,541	12.6	5,112	6.9	5,466
July	3,410	18.9	4,056	10.2	4,470	4.9	4,689	711	3.5	736	17.3	863	0.3	865	4,121	16.3	4,792	11.3	5,332	4.2	5,554
August	3,521	15.1	4,053	12.5	4,560	4.1	4,749	692	8.5	751	25.7	944	1.0	953	4,212	14.0	4,804	14.6	5,504	3.6	5,702
September	3,369	11.8	3,765	13.6	4,278	1.9	4,359	706	4.8	739	21.2	896	(4.2)	858	4,074	10.6	4,504	14.9	5,174	0.8	5,217
October	3,433	19.3	4,097	6.9	4,378	1.9	4,461	715	10.1	787	13.0	889	1.3	901	4,148	17.7	4,884	7.9	5,268	1.8	5,362
November	2,858	37.6	3,932	2.3	4,024	2.6	4,127	617	24.5	768	7.7	827	(1.4)	815	3,474	35.3	4,700	3.2	4,851	1.9	4,943
December	2,635	44.5	3,809	3.0	3,924	1.6	3,987	600	24.8	749	2.6	768	(2.5)	749	3,235	40.9	4,557	3.0	4,692	0.9	4,737
January	2,597	18.2	3,069	16.1	3,562	(4.0)	3,421	589	16.6	686	10.5	758	0.9	765	3,186	17.9	3,755	15.0	4,320	(3.1)	4,186
February	2,387	32.6	3,165	7.4	3,400			549	24.8	685	4.6	716			2,935	31.1	3,849	6.9	4,116		
March	3,155	18.2	3,730	6.2	3,960			695	20.4	837	0.9	844			3,849	18.6	4,567	5.2	4,804		
April	3,322	19.6	3,972	2.9	4,086			713	13.8	811	0.8	818			4,035	18.5	4,783	2.5	4,904		
May	3,637	15.2	4,191	6.4	4,460			699	24.5	871	7.5	937			4,336	16.7	5,062	6.6	5,397		
Total Year	37,320	22.3	45,629	8.1	49,309			7,977	14.9	9,169	10.9	10,165			45,296	21.0	54,798	8.5	59,474		
Subtotal Jun-Jan	24,820	23.2	30,571	9.3	33,403	2.8	34,326	5,321	12.1	5,965	14.8	6,850	(0.1)	6,841	30,141	21.2	36,537	10.2	40,253	2.3	41,166

Toll Revenue (in $1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24	2020-21	% Chg	2021-22	% Chg	2022-23	% Chg	2023-24
June	$8,667	40.4	$12,165	13.7	$13,826	13.1	$15,644	$6,989	14.6	$8,010	18.7	$9,504	6.0	$10,075	$15,656	28.9	$20,175	15.6	$23,330	10.2	$25,718
July	9,577	43.0	13,699	10.9	15,191	7.2	16,292	6,997	13.3	7,928	15.3	9,142	2.9	9,404	16,574	30.5	21,627	12.5	24,333	5.6	25,696
August	10,540	23.0	12,969	14.7	14,872	5.0	15,618	7,012	14.1	8,002	22.5	9,803	1.3	9,932	17,552	19.5	20,971	17.7	24,674	3.5	25,549
September	9,477	24.1	11,765	18.9	13,988	12.7	15,758	6,995	12.2	7,851	19.2	9,357	2.1	9,550	16,472	19.1	19,616	19.0	23,345	8.4	25,308
October	10,366	30.2	13,492	6.2	14,332	7.2	15,367	7,406	15.8	8,573	8.4	9,291	7.6	9,997	17,772	24.2	22,065	7.1	23,623	7.4	25,364
November	7,756	53.6	11,913	10.1	13,120	8.0	14,176	6,383	23.7	7,895	11.6	8,807	2.8	9,052	14,140	40.1	19,808	10.7	21,927	5.9	23,229
December	8,018	48.3	11,890	7.1	12,733	17.1	14,906	6,580	23.3	8,109	1.7	8,247	7.8	8,893	14,597	37.0	19,999	4.9	20,980	13.4	23,799
January	8,010	26.9	10,163	18.9	12,088	2.0	12,332	6,685	15.3	7,705	11.2	8,568	6.1	9,091	14,695	21.6	17,868	15.6	20,656	3.7	21,423
February	6,905	50.9	10,423	10.2	11,483			6,040	28.0	7,731	5.3	8,141			12,945	40.2	18,154	8.1	19,624		
March	9,815	21.0	11,875	15.1	13,668			7,821	18.1	9,237	4.4	9,639			17,636	19.7	21,112	10.4	23,307		
April	10,658	22.1	13,009	8.7	14,139			7,757	13.8	8,830	3.1	9,101			18,414	18.6	21,839	6.4	23,240		
May	11,862	15.9	13,753	10.4	15,183			7,727	20.5	9,309	9.6	10,201			19,589	17.7	23,062	10.1	25,384		
Total Year	$111,651	31.8	$147,115	11.9	$164,624			$84,391	17.5	$99,180	10.7	$109,800			$196,042	25.6	$246,295	11.4	$274,423		
Subtotal Jun-Jan	72,411	35.4	98,056	12.3	110,151	9.0	$120,093	55,046	16.4	64,073	13.5	72,718	4.5	$75,993	127,457	27.2	162,129	12.8	182,869	7.2	$196,086

NOTES:

(1) Toll increases occur every year with exceptions. Refer to Table 1 for details.

(2) AET Conversion of Mon/Fayette Expressway occurred in June 2020.

(3) A 13.2 mile extension of the Southern Beltway opened on October 15, 2021.

(4) 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 6 lists major capacity-enhancing roadway improvements with dedicated funding on the Pennsylvania Turnpike System. The locations of these projects are illustrated in **Figure 3**. 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. Since the 2023 IG Study Bring Down letter, funding has been designated for the construction of a bypass around the Allegheny Mountain Tunnel and three mainline widening projects (from mileposts 131 to 134, 316 to 319, and 320 to 324) and the widening projects for miles 57-67 on the Mainline and 38-44 on the Northeast Extension have each been split into two separate phases. Table 6 has been updated to reflect these changes. No projects have been completed since the 2023 IG Study, so no projects have been removed from the list. Furthermore, some dates and mileposts were updated to reflect the latest information available from PTC.

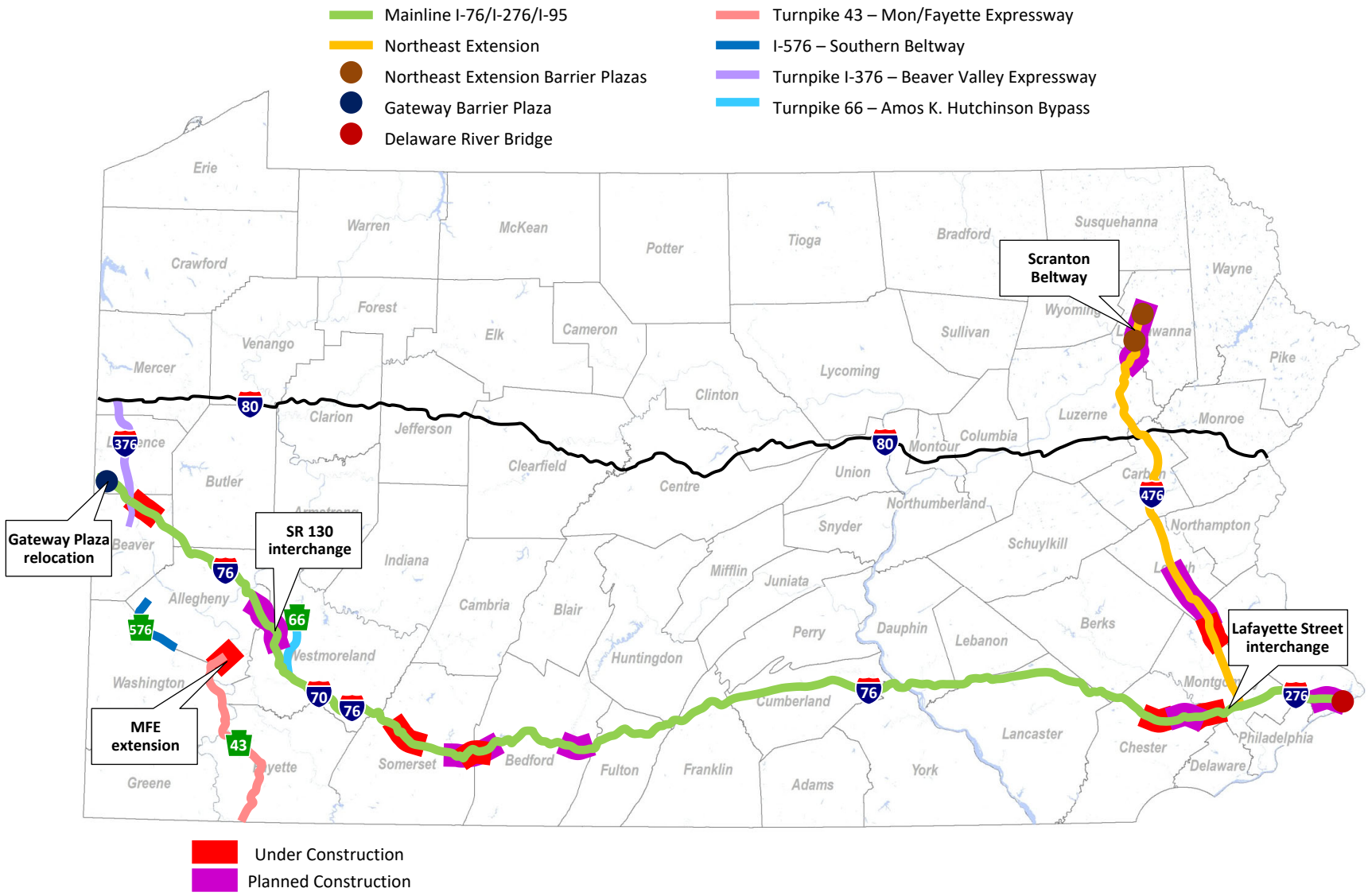
Table 6 also highlights eight non-widening projects:

- 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;
- The conversion of the entire Ticket System from entry-exit tolling to segment-based tolling; and
- The conversion of vehicle classification from weight-based to axle- and height-based on all Turnpike Systems.

Table 6
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	2024	2027
12-14	Beaver	Replacement of bridge over Beaver River and widen to 3 lanes in	December 2022	September 2027
49-53	Alleghany	Reconstruct and widen to 3 lanes in each direction	2033	2036
53-57	Alleghany	Reconstruct and widen to 3 lanes in each direction	2029	2033
57-62	Alleghany and Westmoreland	Reconstruct and widen to 3 lanes in each direction	2033	2037
62-67	Westmoreland	Reconstruct and widen to 3 lanes in each direction	2029	2033
63	Westmoreland	Construct a new cashless tolling interchange at SR 130	2032	2035
102-109	Somerset County	Reconstruct and widen to 3 lanes in each direction	January 2021	August 2024
121-125	Somerset County	Construct new stretch of mainline roadway to realign Turnpike around existing Allegheny Mountain Tunnel	2034	2040
126-131	Somerset and Bedford	Reconstruct and widen to 3 lanes in each direction	June 2022	Fall 2026
131-134	Bedford	Reconstruct and widen to 3 lanes in each direction	2032	2036
149-155	Bedford	Reconstruct and widen to 3 lanes in each direction	2032	2036
312-316	Chester	Reconstruct and widen to 3 lanes in each direction	Spring 2023	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	May 2025
331	Montgomery	Construct a new cashless tolling interchange at Lafayette Street	2027	2030
350-352	Bucks	Reconstruct and widen to 3 lanes in each direction	2032	2035
352-355	Bucks	Reconstruct and widen to 3 lanes in each direction	2027	2031
355-356	Bucks	Reconstruct and widen to 3 lanes in each direction	2024	2027
Northeast Extension I-476				
A38-A43	Montgomery and Bucks	Reconstruct and widen to 3 lanes in each direction	April 2022	Summer 2025
A43-A44	Bucks	Reconstruct and widen to 3 lanes in each direction	2028	2031
A44-A48	Bucks and Lehigh	Reconstruct and widen to 3 lanes in each direction	2031	2036
A48-A53	Lehigh	Reconstruct and widen to 3 lanes in each direction	2027	2032
A53-A57	Lehigh	Reconstruct and widen to 3 lanes in each direction	2031	2035
Scranton Beltway	Lackawanna and Luzerne	Link I-476 to I-81 with two interchanges to create a Scranton Beltway	2029	2032
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	Winter 2028
System-wide				
System-wide		Convert from entry-exit tolling to segment-based (open road) tolling	2025	2027
System-wide		Convert vehicle classification from from weight-based to axle- and height-based	2025	2027

(1) The major committed roadway improvement projects listed here are a small subset of all projects listed in PTC's FY 2024 Ten Year Capital Plan.



PENNSYLVANIA TURNPIKE COMMISSION (PTC)
MAJOR ROADWAY IMPROVEMENT PROJECTS

FIGURE 3

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

Ongoing construction-related impacts stemming from roadway widening and reconstruction projects on the Turnpike System are expected to be minimal. Construction projects on the Turnpike System are planned to minimize lane closures or any restrictions to the Turnpike. When such measures are necessary, they are conducted overnight to avoid interfering with heavier daytime traffic volumes. Generally, preference is given to Turnpike Mainline traffic and construction-related disruptions are more likely to affect cross streets and Turnpike access points. Two travel lanes are maintained in both directions during construction activities.

Conversion of the Ticket System from an entry-exit system to segment-based tolling, also known as open road tolling (ORT), will begin on the Northeast Extension and the eastern part of the state (east of Reading) in 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 toll 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.

Axle- and height-based vehicle classification on the Ticket System will occur concurrently with ORT conversion and has been separately analyzed and assumed to have no net effect on either transactions or revenue. Planned vehicle classification changes are summarized in **Table 7**, although the toll rates for the new classifications have not yet been decided. PTC will decide what these revenue-neutral toll rates will be prior to system conversion.

Conversion to axle- and height-based vehicle classification on barrier systems that have not yet been converted has not yet been analyzed but is expected to have no or minimal revenue impacts. 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 ORT conversion. Therefore, traffic and revenue impacts of these projects has not yet been analyzed or accounted for in this forecast.

Table 7
Planned Vehicle Classification Changes on the Pennsylvania Turnpike System

Roadway	Current Classification	Current Number of Classes	2025 Classification	2025 Number of Classes
Mainline and Northeast Extension	Weight and Axles (1-9)	9	Axle and Height (2L-7H)	11
Warrendale	Axle only (2-6+)	5		
Clarks Summit and Keyser Avenue[1]	Axle and height (2L-7H)	11		
Findlay and Southern Beltway[1]	Axle and height (2L-7H)	11		
Mid-County[2]	Axle only (2-6+)	5	N/A	N/A
DRB and Gateway[1]	Axle only (2-6+)	5	Axle only (2-6+)	5
BVE and AKH (Mainline)[1]	Weight and Axles (1-9)	9		
BVE and AKH (Ramps)	Axle only (2-6+)	2		
Mon/Fayette[1]	Axle only (2-6+)	5		

(1) No change in 2025

(2) Eliminated with ORT

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 2023 through 2054.

Rate increase assumptions are unchanged since the 2023 IG Study. Toll adjustment assumptions for the years 2025 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.

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
2023	(2)(3)	5.0	$1.00	$2.50	$10.00
2024	(2)(3)	5.0	1.10	2.70	10.50
2025	(4)	5.0	1.16	2.84	11.03
2026		4.0	1.21	2.95	11.47
2027		3.5	1.25	3.05	11.87
2028		3.0	1.29	3.14	12.23
2029		3.0	1.33	3.23	12.60
2030		3.0	1.37	3.33	12.98
2031		3.0	1.41	3.43	13.37
2032		3.0	1.45	3.53	13.77
2033		3.0	1.49	3.64	14.18
2034		3.0	1.53	3.75	14.61
2035		3.0	1.58	3.86	15.05
2036		3.0	1.63	3.98	15.50
2037		3.0	1.68	4.10	15.97
2038		3.0	1.73	4.22	16.45
2039		3.0	1.78	4.35	16.94
2040		3.0	1.83	4.48	17.45
2041		3.0	1.88	4.61	17.97
2042		3.0	1.94	4.75	18.51
2043		3.0	2.00	4.89	19.07
2044		3.0	2.06	5.04	19.64
2045		3.0	2.12	5.19	20.23
2046		3.0	2.18	5.35	20.84
2047		3.0	2.25	5.51	21.47
2048		3.0	2.32	5.68	22.11
2049		3.0	2.39	5.85	22.77
2050		3.0	2.46	6.03	23.45
2051		3.0	2.53	6.21	24.15
2052		3.0	2.61	6.40	24.87
2053		3.0	2.69	6.59	25.62
2054		3.0	2.77	6.79	26.39

(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 due to undetermined policies after conversion to ORT.

Actual and Assumed E-ZPass Penetration Rates

Table 9 presents the actual and assumed annual E-ZPass penetration rates from calendar year 2023 through 2053. The rates shown include both E-ZPass and v-toll transactions, which are image-based transactions where the license plate is matched to an existing E-ZPass customer account. Because v-toll transactions are charged the E-ZPass rate, these transactions are aggregated with E-ZPass transactions when considering penetration rates. This E-ZPass + v-toll penetration rate reflects the true customer base that has an E-ZPass transponder, as by definition all v-toll transactions must be conducted by an E-ZPass customer.

Since the beginning of the pandemic and the implementation of system-wide AET in the spring of 2020, the system-wide share of v-toll transactions has increased notably, as illustrated in **Figure 4**. In this figure the yellow line represents the monthly share of system-wide E-ZPass transactions, the blue line represents the system-wide share of combined E-ZPass and v-toll transactions, and the difference between the two lines represents v-toll transactions. E-ZPass usage declined sharply between April and July of 2020 and has yet to recover. After the decline experienced in 2020, E-ZPass market share remained very consistent from 2021 to 2023, peaking at about 77 percent every winter and falling to about 74 percent every summer as vacation travelers that are less likely to have an E-ZPass account comprise a larger portion of users.

Conversely, as seen in **Figure 5**, the share of transactions conducted via v-toll has been increasing since 2015, which is the year prior to PTC's first AET system implementation on the Delaware River Bridge (DRB). As PTC converted more of its systems to AET, the share of v-toll transactions has increased as E-ZPass customers traveling without a transponder on a given day are now captured via Toll By Plate (TBP) tolling and cannot stop to pay cash instead. In 2015, the year prior to AET implementation on the DRB, v-tolls accounted for only 1.5 percent of system-wide transactions. By 2021, which was the first full calendar year with system-wide AET, v-tolls had grown to 9.6 percent of all transactions. V-toll usage grew to 11.7 percent of all transactions in calendar year 2023 and is expected to continue growing until reaching 12.9 percent of transactions in 2028.

In Table 9, the first three columns show the E-ZPass + v-toll market share assumptions for the 2024 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 2023 IG Study. These adjustments were made considering the trends of stable E-ZPass usage and rising v-toll usage discussed in the preceding paragraphs.

Assumed E-ZPass + v-toll market shares for PCs have only minor differences from those assumed in the 2023 IG Study. However, E-ZPass + v-toll market share for CV traffic was 0.3 percent higher than expected in 2023 and future year market shares have accordingly been revised upwards between 0.5 and 0.7 percent. The resulting impact to total E-ZPass + v-toll market share is an upwards revision of between 0.0 and 0.1 percent annually as compared to the 2023 IG Study.

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

Calendar Year		E-ZPass Penetration Rates: 2024 Bring Down Letter Cars	Trucks	Total	Difference from 2023 IG Study Cars	Trucks	Total
2023	(1)	88.3	92.2	89.0	-0.1	0.3	0.0
2024		89.0	92.7	89.7	-0.1	0.5	0.1
2025		89.5	93.2	90.1	0.0	0.7	0.1
2026		89.7	93.4	90.4	0.0	0.7	0.1
2027		89.8	93.5	90.4	0.0	0.7	0.1
2028		89.8	93.5	90.4	0.0	0.6	0.1
2029		89.8	93.5	90.4	0.0	0.6	0.1
2030		89.8	93.5	90.4	0.0	0.6	0.1
2031		89.8	93.5	90.4	0.0	0.6	0.1
2032		89.8	93.5	90.4	0.0	0.6	0.0
2033		89.8	93.5	90.4	0.0	0.6	0.0
2034		89.8	93.5	90.4	0.0	0.6	0.0
2035		89.8	93.5	90.5	0.0	0.6	0.1
2036		89.8	93.5	90.5	0.0	0.6	0.1
2037		89.8	93.5	90.5	0.0	0.6	0.1
2038		89.8	93.5	90.5	0.0	0.6	0.1
2039		89.8	93.5	90.5	-0.1	0.6	0.1
2040		89.8	93.5	90.5	-0.1	0.6	0.1
2041		89.8	93.5	90.5	-0.1	0.6	0.1
2042		89.8	93.5	90.5	-0.1	0.6	0.1
2043		89.8	93.5	90.5	-0.1	0.6	0.1
2044		89.8	93.5	90.5	-0.1	0.6	0.1
2045		89.8	93.5	90.5	-0.1	0.6	0.1
2046		89.8	93.5	90.5	-0.1	0.6	0.0
2047		89.8	93.5	90.5	-0.1	0.6	0.0
2048		89.9	93.5	90.5	0.0	0.6	0.0
2049		89.9	93.5	90.5	0.0	0.6	0.0
2050		89.9	93.5	90.5	0.0	0.6	0.0
2051		89.9	93.5	90.6	0.0	0.6	0.1
2052		89.9	93.5	90.6	0.0	0.6	0.1
2053		89.9	93.5	90.6	0.0	0.6	0.1

(1) 2023 E-ZPass penetration rates are actual for the 2024 Bring Down Letter only.

Figure 4
Historical E-ZPass and V-toll Transactions, Total Vehicles, Total Turnpike System

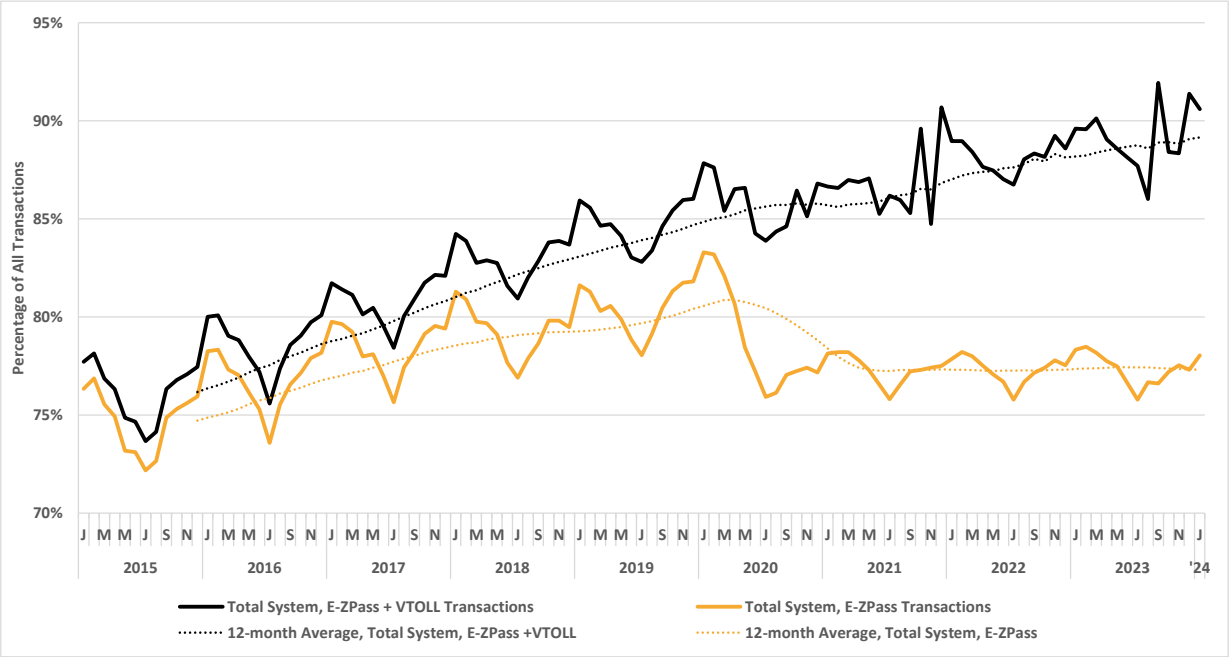
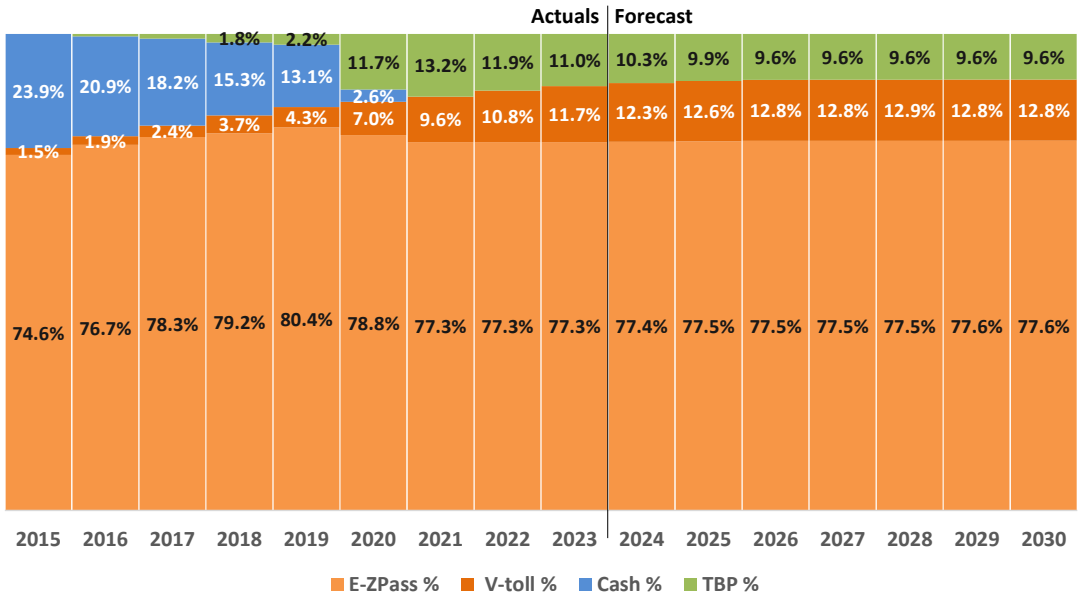


Figure 5
Historical and Forecast Market Shares of Total System-wide Transactions



Estimated COVID-19 Traffic and Toll Revenue Impacts

Since March 2020, traffic and revenue on the Pennsylvania Turnpike System and all other highways have been impacted by the COVID-19 pandemic. Generally speaking, PC traffic has been negatively impacted as rates of telecommuting increased substantially and, at least in the early stages of the pandemic, social distancing and closure and capacity limitations of many businesses, public facilities, and events discouraged recreational travel. However, after an initial decline in the spring and summer of 2020, CV traffic has been positively impacted as freight traffic grew due to increased consumer demand for ecommerce. While most of these impacts have now been reflected into baseline growth, CDM Smith has made minor adjustments to forecast PC and CV traffic to account for additional normalization expected to occur.

PC traffic on the Pennsylvania Turnpike and other peer systems in the northeast and Midwest have not yet returned to 2019 levels due to shifts in commuting and travel patterns caused by the pandemic. Conversely, the high levels of growth experienced by CV traffic since 2020 due to the pandemic and increased demand for consumer goods has resulted in monthly CV traffic exceeding 2019 levels in most months since the fall of 2020.

The 2023 IG Study accounted for continued normalization of both PC and CV traffic by assuming an additional 3.5-percent growth in baseline PC traffic and an additional 1.8-percent to 3.5-percent decline in CV traffic over the following years. Even after these adjustments were built into the forecast, PC traffic would remain below 2019 levels while CV traffic would remain above 2019 levels. CDM Smith believes that PC traffic has mostly stabilized from any COVID-19 impacts and no further adjustments for PC traffic are included in this forecast.

It is also expected that CV traffic will continue to decline from its height in 2022. This forecast modifies the assumptions used in the 2023 IG Study so to reflect a continued decline in CV transactions in 2024, reduced growth in 2025, and return to normal growth in 2026.

Short-term Economic Outlook

CDM Smith reviewed the Wall Street Journal Economic Forecasting Survey (WSJ EFS), which is a quarterly survey of more than 75 economic forecasters, to inform any potential adjustments for the short-term economic outlook. The forecast developed as part of the 2023 IG Study included a small adjustment to account for a 50-percent probability of a mild recession in 2023. At the time of that study, the aggregated forecast of respondents indicated that there was more than a 60-percent probability of a recession occurring in 2023. However, in the most recent iteration of the WSJ EFS, only 30 percent of economists surveyed expected negative gross domestic product (GDP) growth in the second quarter of 2024. Therefore, all recessionary impacts have been removed from this forecast.

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

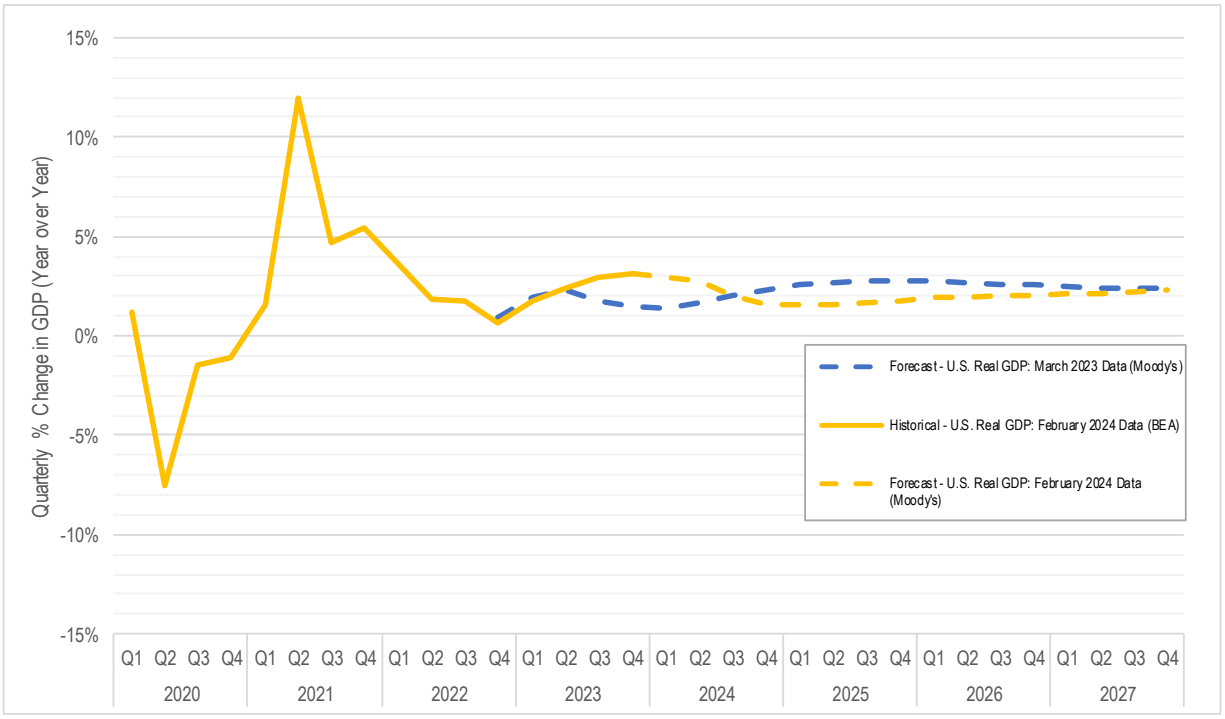
This section presents a comparison of the GDP and Pennsylvania gross state product (GSP) information available for the 2024 Bring Down Letter with updated forecasts for both measures from Moody's Analytics. This information was a key input in developing estimated growth forecasts for the Turnpike System. All GDP and GSP figures in this section refer to year-over-year comparisons. For example, the fourth quarter 2023 percent change would reflect the fourth quarter of 2023 versus the fourth quarter of 2022.

Figure 6 shows actual and estimated GDP at the time of the 2023 IG Study as well as the revised figures based on updated Moody's Analytics' forecasts as of February 2024. At the time of the 2023 IG Study, the most recent actual GDP figure available was for quarter four (Q4) of 2022. Economic forecasters generally expected a recession in the second half of 2023 and/or early 2024, as reflected in the 2023 IG Study.

Since then, actual GDP growth figures have been released for each of the four quarters of 2023. During the first two quarters of 2023, actual GDP growth was close to the forecast GDP for those periods, growing 0.2 percent less than estimated in Q1 and 0.1 percent more than estimated in Q2. In the second half of the year, however, GDP growth was much stronger than expected, with 2.9 percent growth in Q3 and 3.1 percent growth in Q4. This is 1.1 percent higher than the 1.8 percent estimated growth in Q3 and 1.6 percent higher than the 1.5 percent estimated growth in Q4. This is due to the lack of a recession or economic slowdown during this period as was predicted.

Accordingly, GDP growth through the first half of 2024 is now expected to be higher than previously forecast, as a recession is no longer predicted. However, beginning in 2024 Q4, growth is now expected to be lower than previously predicted, largely because GDP growth continued to occur throughout 2023 and there is no longer an expected "recovery" period in late 2024 and 2025. Longer term, in the latest February 2024 forecast, year-over-year GDP is expected to grow at a steady rate of between 1.9 and 2.3 percent throughout 2026 and 2027. Although this rate of growth is below the 2.4 to 2.8 percent growth that was predicted during these years in the last forecast, the actual GDP is projected to be higher in the latest forecast because of continued growth throughout 2023 and 2024.

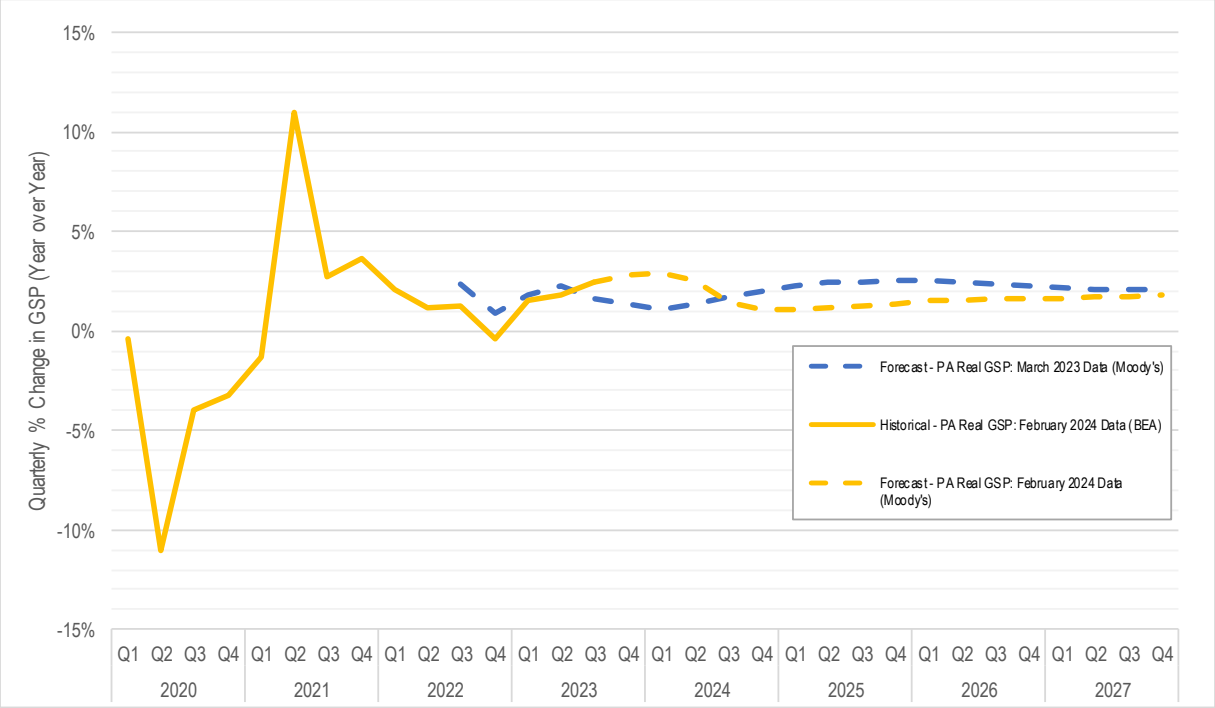
Figure 6
Comparison of March 2023 to February 2024 Quarterly Growth Estimates of U.S. Gross Domestic Product



Sources: Historical estimates are from the BEA, and the forecasts are from Moody's Analytics (March 2023 and February 2024 Releases)

Figure 7 shows GSP trend and forecast data for Pennsylvania. However, because GSP data lags GDP data, GSP is actual through only the third quarter of 2023. Similarly, at the time of the 2023 IG Study, GSP was only actual through 2022 Q3, and even that historical datapoint has been revised downward in the latest dataset, and actual GSP growth continued to be lower than forecast from 2022 Q4 through 2023 Q2. However, like GDP, actual GSP growth in 2023 Q3 was much stronger than forecast, growing 2.5 percent year-over-year as compared to the 1.5 percent growth that was predicted. GSP growth from 2023 Q4 to 2024 Q2 is now projected to be between 2.6 and 2.9 percent each quarter, as opposed to the 1.0 to 1.4 percent growth that was predicted at the time of the 2023 IG Study. Similar to GDP, year-over-year growth from 2024 Q4 through 2027 is projected to be slower than previously forecast, largely due to unexpectedly strong growth in 2023 and 2024.

Figure 7
Comparison of March 2023 and February 2024 Quarterly Growth Estimates of Pennsylvania Gross State Product



Sources: Historical estimates are from the BEA, and the forecasts are from Moody's Analytics (March 2023 and February 2024 Releases)

Econometric Forecasting Update

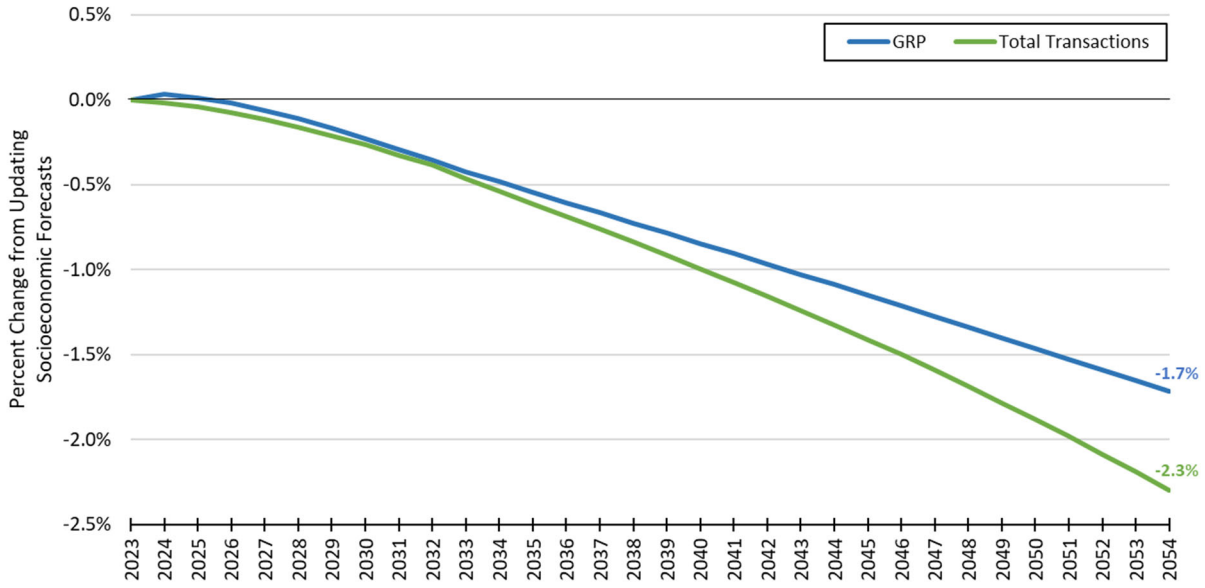
In the 2023 IG Study, historical and forecast socioeconomic data were collected and evaluated to understand state and regional trends. Econometric analysis was performed to estimate long-term baseline travel demand on the Pennsylvania Turnpike system. Those growth rates were utilized to estimate long-term 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. 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) projections made by Woods & Poole Economics, Inc. (W&P) compared to the projections that informed the 2023 IG Study. As discussed in the previous section, CDM Smith also reviewed Moody's February 2024 GSP forecast for Pennsylvania against the projection available at the time of the 2023 IG Study.

Both W&P and Moody's forecasts estimate lower GRP and GSP growth from 2023 to 2054 (the outer year of the forecast) as compared to the forecasts utilized in the 2023 IG study. The downward revisions to GRP and GSP growth are generally smaller in the near-term but become

larger due to cumulative impacts by 2054. GRP grows 1.7 percent less than prior projections by the outer year 2054.

GRP forecasts are an input to CDM Smith's econometric model developed in the 2023 IG Study. The econometric model, which remains unchanged from the 2023 IG Study, establishes the relationship between GRP and transactions. CDM Smith used the latest GRP forecasts to re-estimate growth in future transactions. As a result of lower long-term growth in GRP, the transactions forecast was lowered by 2.4 percent for PCs, 2.0 percent for CVs, and 2.3 percent for total vehicles in the forecast's outer year of 2054. The change in the GRP forecast and resultant impact on total transactions for the forecast period is shown in **Figure 8**.

Figure 8
Change in GRP forecast and Impact on Transactions



Summary of Trends in Fuel Prices

Figure 9 portrays actual gasoline and diesel prices for the Central Atlantic region from January 2020 through February 2024. Actual gasoline prices for the East Coast are also shown. They closely mirror those for the Central Atlantic gasoline prices and are shown here because the Energy Information Administration (EIA) only provides monthly forecasts for this larger region. Figure 9 shows the monthly gasoline price forecast through the end of 2025.

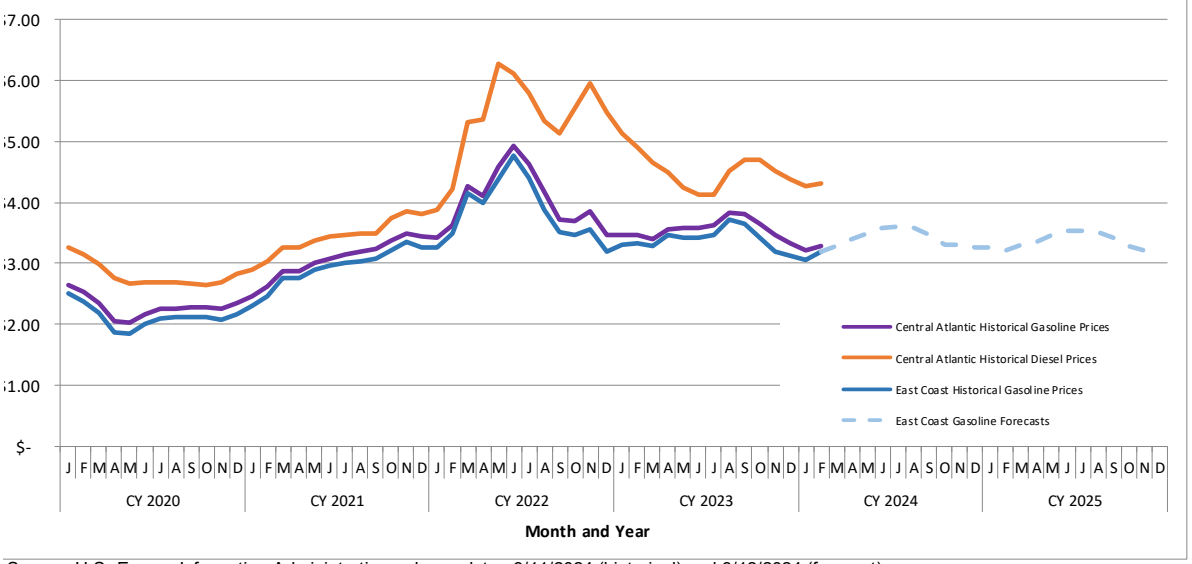
As shown, Central Atlantic gasoline and diesel prices have followed generally similar trends throughout this period and have moved in tandem. In March 2020, fuel prices dropped sharply due to the decrease in demand from the COVID-19 pandemic, bottoming out in May before steadily

increasing nearly every month through November 2021. 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. Prices have generally decreased since then, with per-gallon gasoline prices falling as low as $3.41 in March 2023 before rising through spring and summer, peaking at $3.84 in August, and falling since. Like gasoline prices, diesel prices fell notably through the spring of 2023 before rising through the summer, reaching $4.70 per gallon in September, and declining since. In January 2024, per-gallon prices were $3.21 for gasoline and $4.25 for diesel.

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 1, the EIA forecasts that the per-gallon price of gasoline on the East Coast will fluctuate between $3.10 and $3.60 for 2024 and 2025. In both years, prices are expected to gradually increase throughout the spring and summer and then decline in the fall. Based on historical trends, Central Atlantic prices can be expected to follow the same pattern, but at slightly higher prices.

The February 2024 East Coast per-gallon gasoline prices are about 20 cents higher than forecast by EIA in May 2023. Over the remainder of 2024, the current forecast is up to 50 cents higher each month than the previous forecast. (A 2025 forecast was not available at the time of the 2023 IG Study.) Although these gasoline prices are higher than those assumed in the 2023 IG Study, they are in a similar range and therefore there are no adjustments to the fuel price impacts used in the previous forecast.

Figure 9
Historical and Forecast Regional Fuel Prices ($ per Gallon)



Source: U.S. Energy Information Administration, release dates 3/11/2024 (historical) and 3/12/2024 (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.

Consumer Confidence

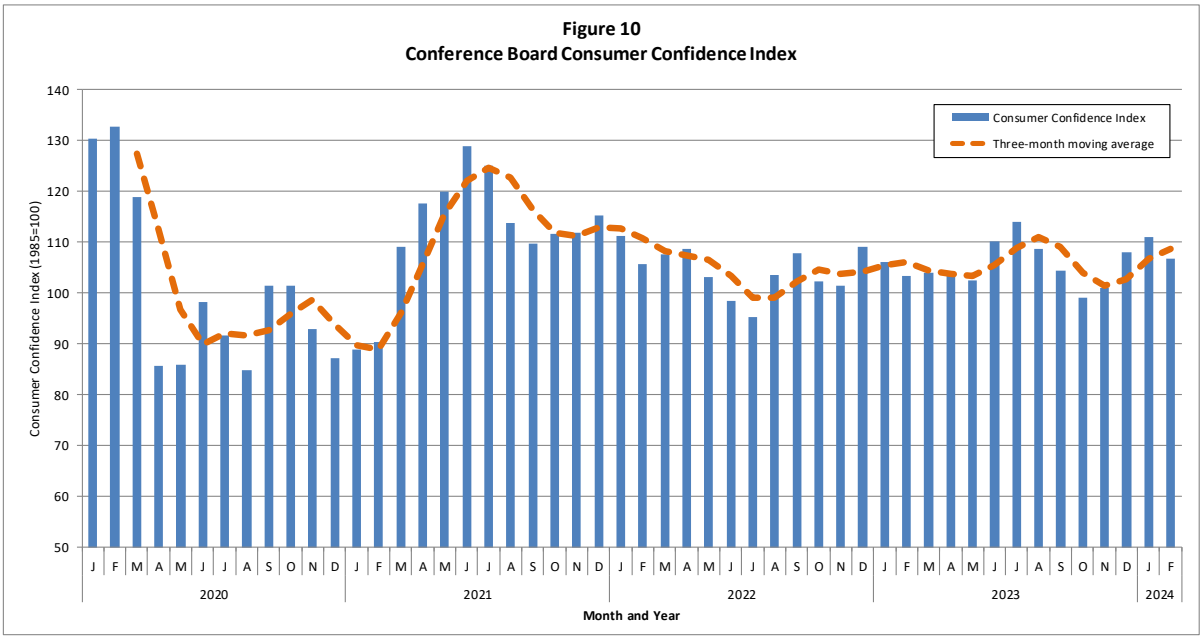
Consumer confidence is an important measure that highlights consumers' confidence in making purchases, willingness to travel, etc. Higher consumer confidence spurs demand for various goods and services, inferring that higher demand results in higher traffic on the roadways. Consumer confidence scores are indexed to the year 1985, for which consumer confidence equaled 100. **Figure 10** shows the Conference Board Consumer Confidence Index for the period between January 2020 and February 2024. Individual blue bars show index values for each month while the dotted line shows the three-month moving average.

Consumer confidence was strong at the beginning of 2020 prior to the pandemic but fell sharply in the spring, concurrent with the onset of the pandemic. For the remainder of 2020 and throughout 2021 consumer confidence fluctuated significantly, falling as low as 84.8 in August 2020 and reaching as high as 128.9 in June 2021, generally mirroring the national narrative regarding efforts to contain the COVID-19 pandemic.

Over the 26 months between January 2022 and February 2024, consumer confidence has stabilized, with an average reading of 105.2 during this period, a low of 95.3 in July 2022, and a high of 114.0 in July 2023. In February 2024, the last month for which data is available, the preliminary consumer confidence reading stood at 106.7. These data points generally align with the other socioeconomic

data reviewed as part of this forecast in that there was a strong recovery from the pandemic in 2022 with steady and stable growth in 2023 and no expectations of large shocks in 2024.

Figure 10
Conference Board Consumer Confidence Index



Source: The Conference Board, release date February 27, 2024

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 2023 IG Study. The analysis period in this table is from April 2023 through January 2024. This 10-month period corresponds to the period for which actual data currently exist but was estimated at the time of the 2023 IG Study.

For the 10-month period shown in Table 10, total system actual PC transactions and revenue exceeded estimates by 1.0 percent and 1.3 percent, respectively. CV transactions and revenue exceeded estimates by 0.5 percent and 0.9 percent, respectively. For all vehicles, actual transactions were 0.9 percent above estimates, while toll revenue overperformed estimates by 1.1 percent.

Table 10 also includes a comparison of actual traffic and toll revenue versus estimated traffic and toll revenue from CDM Smith's 2023 IG Study for each individual Turnpike toll facility. Total transactions for the Ticket System were 1.0 percent higher than the forecast traffic, while actual total revenue was 1.2 percent higher than estimated. For the combined barrier toll facilities, total actual toll transactions exceeded CDM Smith estimates by 0.7 percent and actual toll revenue exceeded estimates by 0.6 percent.

Table 10
Comparison of Estimated and Actual Traffic Volumes and Gross Toll Revenue
From April 2023 Through January 2024 (1)
Pennsylvania Turnpike System

	Total Traffic (in Thousands)			Total Gross Toll Revenue (in Thousands)		
Facility	Estimated	Actual	Percent Difference between Actual and Estimated	Estimated	Actual	Percent Difference between Actual and Estimated
			Passenger Cars			
Ticket System	102,727	103,845	1.1	$621,392	$630,339	1.4
Gateway	2,712	2,754	1.6	22,568	22,911	1.5
Delaware River Bridge	8,558	8,490	(0.8)	59,983	59,779	(0.3)
Turnpike 43	10,510	10,667	1.5	24,534	24,825	1.2
Turnpike 66	5,413	5,399	(0.3)	13,553	13,642	0.7
Northeast Extension (Barrier)	3,520	3,463	(1.6)	5,412	5,261	(2.8)
Turnpike I-376	5,567	5,666	1.8	12,346	12,540	1.6
Turnpike I-576	6,220	6,433	3.4	10,258	10,457	1.9
Barrier Subtotal	42,499	42,872	0.9	$148,654	$149,415	0.5
Total System	145,226	146,716	1.0	$770,046	$779,754	1.3
			Commercial Vehicles			
Ticket System	21,344	21,512	0.8	$581,828	$587,002	0.9
Gateway	991	980	(1.0)	25,314	25,447	0.5
Delaware River Bridge	1,552	1,545	(0.4)	35,735	35,937	0.6
Turnpike 43	972	946	(2.7)	5,934	5,840	(1.6)
Turnpike 66	1,085	1,061	(2.3)	6,510	6,403	(1.6)
Northeast Extension (Barrier)	1,128	1,168	3.6	8,919	9,354	4.9
Turnpike I-376	1,357	1,354	(0.2)	5,542	5,512	(0.5)
Turnpike I-576	1,543	1,541	(0.1)	6,709	6,800	1.4
Barrier Subtotal	8,627	8,595	(0.4)	$94,664	$95,295	0.7
Total System	29,972	30,107	0.5	$676,492	$682,296	0.9
			Total Vehicles			
Ticket System	124,072	125,356	1.0	$1,203,220	$1,217,340	1.2
Gateway	3,702	3,735	0.9	47,883	48,358	1.0
Delaware River Bridge	10,109	10,035	(0.7)	95,718	95,716	(0.0)
Turnpike 43	11,481	11,613	1.1	30,468	30,665	0.6
Turnpike 66	6,498	6,460	(0.6)	20,063	20,045	(0.1)
Northeast Extension (Barrier)	4,648	4,631	(0.4)	14,332	14,615	2.0
Turnpike I-376	6,924	7,019	1.4	17,888	18,053	0.9
Turnpike I-576	7,763	7,974	2.7	16,967	17,258	1.7
Barrier Subtotal	51,126	51,467	0.7	$243,318	$244,710	0.6
Total System	175,198	176,823	0.9	$1,446,538	$1,462,050	1.1

(1) These 10 months correspond to the period for which actual data exists, but was estimated at the time of CDM Smith's 2023 IG Study.

Estimated Traffic and Gross Toll Revenue

Updated traffic and gross toll revenue estimates were developed through FY 2053-54 incorporating the following changes into the forecast. All these changes were described in previous sections.

- Actual traffic and revenue experience through January 2024 (Tables 3-5)
- Revised estimates of E-ZPass + v-toll penetration rates (Table 9)
- Elimination of continued recovery in PC traffic from COVID-19 impacts
- Modified normalization of CV traffic from its pandemic-related height in 2022
- Removal of the probability of a recession having a negative impact on transactions through 2025
- Long-term growth of socioeconomic indicators

Other assumptions remain unchanged from the 2023 IG Study:

- None of the scheduled capital improvement projects will have impacts on transactions or toll revenue within in the next five years (Table 6)
- Future toll rate increase assumptions (Table 8)
- Forecast fuel prices (Figure 9)
- Structure of the CV discount program

Table 11 shows the estimated total traffic and toll revenue for the Ticket System only. Data for FY 2022-23 reflects a full year of actual experience. Total toll transactions and forecasted to increase from 146.8 million to 168.1 million over the period shown in Table 11, an average annual increase of 0.4 percent. Gross toll revenue increases from $1.4 billion to $4.3 billion by FY 2053-54. 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 Barrier System in **Table 12**. Total annual toll transactions are estimated to grow from 59.5 million to 65.5 million over the period shown, an average annual growth rate of 0.3 percent. Barrier System total revenue is estimated to increase from $274.4 million to $857.7 million over the same period, an annual rate of 3.7 percent, reflecting normal growth plus annual toll rate increases.

Table 11

Ticket System[1]: Estimated Annual Transactions and Gross Toll Revenue

Pennsylvania Turnpike Commission

Traffic and Toll Revenue in Thousands

Fiscal Year (3)	Annual Traffic (2)			Annual Gross Toll Revenue (2)		
	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles
2022-23 (4)	121,046	25,733	146,779	$703,728	$683,556	$1,387,284
2023-24 (5)	122,869	25,341	148,210	746,011	702,918	1,448,929
2024-25 (6)	123,898	25,096	148,994	777,902	724,501	1,502,403
2025-26	124,696	25,183	149,879	812,942	756,039	1,568,981
2026-27 (7)	125,343	25,432	150,775	845,645	789,782	1,635,427
2027-28	126,454	25,764	152,218	881,214	825,601	1,706,815
2028-29	127,023	25,972	152,995	911,881	857,038	1,768,919
2029-30	127,860	26,237	154,097	945,424	891,715	1,837,139
2030-31	128,654	26,494	155,148	979,820	927,509	1,907,329
2031-32	129,721	26,817	156,538	1,017,469	967,154	1,984,623
2032-33	130,148	27,015	157,163	1,051,584	1,003,387	2,054,971
2033-34	130,909	27,291	158,200	1,089,451	1,044,013	2,133,464
2034-35	131,624	27,571	159,195	1,128,269	1,086,233	2,214,502
2035-36	132,621	27,917	160,538	1,170,751	1,133,078	2,303,829
2036-37	132,917	28,126	161,043	1,208,751	1,175,696	2,384,447
2037-38	133,489	28,408	161,897	1,250,388	1,223,066	2,473,454
2038-39	134,016	28,688	162,704	1,292,954	1,272,276	2,565,230
2039-40	134,822	29,046	163,868	1,339,555	1,326,881	2,666,436
2040-41	134,909	29,258	164,167	1,380,886	1,376,435	2,757,321
2041-42	135,282	29,536	164,818	1,426,218	1,431,297	2,857,515
2042-43	135,591	29,806	165,397	1,472,409	1,487,706	2,960,115
2043-44	136,182	30,140	166,322	1,522,951	1,549,606	3,072,557
2044-45	136,054	30,319	166,373	1,567,372	1,605,387	3,172,759
2045-46	136,206	30,572	166,778	1,616,227	1,667,290	3,283,517
2046-47	136,311	30,823	167,134	1,665,983	1,731,330	3,397,313
2047-48	136,699	31,143	167,842	1,720,601	1,802,302	3,522,903
2048-49	136,365	31,309	167,674	1,768,156	1,866,131	3,634,287
2049-50	136,316	31,556	167,872	1,820,541	1,937,060	3,757,601
2050-51	136,212	31,800	168,012	1,873,761	2,010,449	3,884,210
2051-52	136,394	32,119	168,513	1,932,242	2,091,861	4,024,103
2052-53	135,847	32,278	168,125	1,982,578	2,164,968	4,147,546
2053-54	135,584	32,512	168,096	2,038,091	2,246,284	4,284,375

(1) Ticket System includes the Mainline (I-76/I-276) and Northeast Extension (I-476).

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

(3) PTC fiscal year ends May 31st.

(4) Reflects actual traffic and revenue experience.

(5) Reflects actual experience through January 2024.

(6) Does not reflect ORT Phase 1 (Eastern and Northeast Ticket). ORT conversion is assumed to be revenue neutral.

(7) Does not reflect ORT Phase 2 (Western Ticket). ORT conversion is assumed to be revenue neutral.

Table 12

Barrier Systems[1]: Estimated Annual Transactions and Gross Toll Revenue

Pennsylvania Turnpike Commission

Traffic and Toll Revenue in Thousands

Fiscal Year (3)	Annual Traffic (2)			Annual Gross Toll Revenue (2)		
	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles
2022-23 (4,5)	49,309	10,165	59,474	$164,624	$109,800	$274,423
2023-24 (6)	50,503	10,075	60,578	178,495	113,991	292,486
2024-25	50,885	10,081	60,966	188,756	119,030	307,786
2025-26	51,106	10,177	61,283	197,994	125,113	323,107
2026-27	51,216	10,291	61,507	206,001	130,949	336,950
2027-28	51,481	10,433	61,914	214,253	136,827	351,080
2028-29	51,512	10,527	62,039	221,254	141,899	363,153
2029-30	51,649	10,640	62,289	228,938	147,573	376,511
2030-31	51,766	10,758	62,524	236,808	153,425	390,233
2031-32	51,998	10,901	62,899	245,472	159,904	405,376
2032-33	52,009	11,002	63,011	253,333	165,876	419,209
2033-34	52,189	11,141	63,330	262,240	172,658	434,898
2034-35	52,351	11,283	63,634	271,374	179,707	451,081
2035-36	52,631	11,432	64,063	281,426	187,392	468,818
2036-37	52,646	11,498	64,144	290,382	194,188	484,570
2037-38	52,774	11,589	64,363	300,241	201,744	501,985
2038-39	52,884	11,683	64,567	310,342	209,597	519,939
2039-40	53,106	11,807	64,913	321,440	218,324	539,764
2040-41	53,055	11,874	64,929	331,252	226,238	557,490
2041-42	53,114	11,969	65,083	342,048	235,029	577,077
2042-43	53,147	12,060	65,207	353,050	244,094	597,144
2043-44	53,289	12,179	65,468	365,120	254,078	619,198
2044-45	53,161	12,242	65,403	375,692	263,097	638,789
2045-46	53,145	12,327	65,472	387,357	273,128	660,485
2046-47	53,107	12,422	65,529	399,261	283,539	682,800
2047-48	53,183	12,540	65,723	412,378	295,105	707,483
2048-49	52,987	12,599	65,586	423,778	305,566	729,344
2049-50	52,899	12,693	65,592	436,388	317,214	753,602
2050-51	52,804	12,784	65,588	449,230	329,310	778,540
2051-52	52,810	12,911	65,721	463,412	342,771	806,183
2052-53	52,551	12,977	65,528	475,627	354,943	830,570
2053-54	52,405	13,069	65,474	489,170	368,518	857,688

(1) 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).

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

(3) PTC fiscal year ends May 31st.

(4) Reflects actual traffic and revenue experience.

(5) Reflects opening of all ramp movements between the Southern Beltway and I-79 in June 2022.

(6) Reflects actual experience through January 2024.

Table 13 presents estimated total combined Ticket and Barrier System transactions, gross toll revenue, and toll discounts and adjustments. 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 13 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 1.80 percent of CV gross toll revenue in FY 2022-23. The forecast assumes that the adjustment will continue to gradually increase to 2.04 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 13, total toll transactions are expected to increase from 206.3 million to 233.6 million over the period shown. This amounts to an average annual growth rate of 0.4 percent. Total net toll revenue is estimated to grow from approximately $1.6 billion in FY 2022-23 to $5.1 billion by FY 2053-54. This reflects an average annual growth rate in gross toll revenue of 3.7 percent which reflects the impact of normal growth plus annual toll rate increases.

Table 14 compares the current traffic and net toll revenue forecast with the forecast developed in the 2023 IG Study. As shown, actual total transactions for FY 2022-23 were 0.2 percent higher than forecast in the 2023 IG Study. Over the next five fiscal years, through FY 2027-28, the current forecast estimates that transactions will be between 0.3 and 1.5 percent higher each year than previously estimated. This is mostly due to the recent overperformance of the system as well as removal of the assumed recessionary impact in the 2023 IG study. However, all but one year of the remainder of the forecast period now has fewer transactions than in the 2023 IG Study. The downward revision is less than 0.1 percent lower in FY 2028-29 and then generally grows more negative in most years, eventually reaching a 2.1-percent difference in the FY 2052-53, which was the last year included in the 2023 IG Study forecast. Previously detailed updates to the econometric forecast account for most of the long-term difference in the forecast.

Differences between the 2023 IG Study and the current forecast are somewhat greater for annual net toll revenue. Although annual net toll revenue in FY 2022-23 underperformed the 2023 IG Study forecast by 0.1 percent, the current forecast is 1.6 percent higher in FY 2023-24 and 0.3 percent higher in FY 2024-25. Beginning in FY 2025-26, revenue is forecast to be 0.7 percent lower than estimated in the 2023 IG Study, with the difference generally growing larger each year through FY 2052-53, when it reaches 3.1 percent.

Table 13
Total System: Estimated Annual Transactions and Gross Toll Revenue
Pennsylvania Turnpike Commission

Traffic and Toll Revenue in Thousands

Fiscal Year		Annual Traffic (1) Passenger Cars	Commercial Vehicles	Total Vehicles	Annual Gross Toll Revenue (1) Passenger Cars	Commercial Vehicles	Total Vehicles	Discounts and Adjustments	Net Toll Revenue
2022-23	(3,4)	170,355	35,898	206,253	$868,352	$793,355	$1,661,707	($14,258)	$1,647,449
2023-24	(5)	173,372	35,416	208,788	924,506	816,909	1,741,415	(15,117)	1,726,298
2024-25	(6)	174,783	35,177	209,960	966,658	843,531	1,810,189	(15,833)	1,794,356
2025-26		175,802	35,360	211,162	1,010,936	881,152	1,892,088	(16,894)	1,875,194
2026-27	(7)	176,559	35,723	212,282	1,051,646	920,731	1,972,377	(17,881)	1,954,496
2027-28		177,935	36,197	214,132	1,095,467	962,428	2,057,895	(18,933)	2,038,962
2028-29		178,535	36,499	215,034	1,133,135	998,937	2,132,072	(19,900)	2,112,172
2029-30		179,509	36,877	216,386	1,174,362	1,039,288	2,213,650	(20,863)	2,192,787
2030-31		180,420	37,252	217,672	1,216,628	1,080,934	2,297,562	(21,858)	2,275,704
2031-32		181,719	37,718	219,437	1,262,941	1,127,058	2,389,999	(22,962)	2,367,037
2032-33		182,157	38,017	220,174	1,304,917	1,169,263	2,474,180	(23,820)	2,450,360
2033-34		183,098	38,432	221,530	1,351,691	1,216,671	2,568,362	(24,786)	2,543,576
2034-35		183,975	38,854	222,829	1,399,643	1,265,940	2,665,583	(25,790)	2,639,793
2035-36		185,252	39,349	224,601	1,452,177	1,320,470	2,772,647	(26,902)	2,745,745
2036-37		185,563	39,624	225,187	1,499,133	1,369,884	2,869,017	(27,907)	2,841,110
2037-38		186,263	39,997	226,260	1,550,629	1,424,810	2,975,439	(29,026)	2,946,413
2038-39		186,900	40,371	227,271	1,603,296	1,481,873	3,085,169	(30,189)	3,054,980
2039-40		187,928	40,853	228,781	1,660,995	1,545,205	3,206,200	(31,478)	3,174,722
2040-41		187,964	41,132	229,096	1,712,138	1,602,673	3,314,811	(32,650)	3,282,161
2041-42		188,396	41,505	229,901	1,768,266	1,666,326	3,434,592	(33,946)	3,400,646
2042-43		188,738	41,866	230,604	1,825,459	1,731,800	3,557,259	(35,279)	3,521,980
2043-44		189,471	42,319	231,790	1,888,071	1,803,684	3,691,755	(36,744)	3,655,011
2044-45		189,215	42,561	231,776	1,943,064	1,868,484	3,811,548	(38,063)	3,773,485
2045-46		189,351	42,899	232,250	2,003,584	1,940,418	3,944,002	(39,531)	3,904,471
2046-47		189,418	43,245	232,663	2,065,244	2,014,869	4,080,113	(41,047)	4,039,066
2047-48		189,882	43,683	233,565	2,132,979	2,097,407	4,230,386	(42,728)	4,187,658
2048-49		189,352	43,908	233,260	2,191,934	2,171,697	4,363,631	(44,243)	4,319,388
2049-50		189,215	44,249	233,464	2,256,929	2,254,274	4,511,203	(45,925)	4,465,278
2050-51		189,016	44,584	233,600	2,322,991	2,339,759	4,662,750	(47,666)	4,615,084
2051-52		189,204	45,030	234,234	2,395,654	2,434,632	4,830,286	(49,599)	4,780,687
2052-53		188,398	45,255	233,653	2,458,205	2,519,911	4,978,116	(51,335)	4,926,781
2053-54		187,989	45,581	233,570	2,527,261	2,614,802	5,142,063	(53,269)	5,088,794

(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 traffic and revenue experience.
(4) Reflects opening of all ramp movements between the Southern Beltway and I-79 in June 2022.
(5) Reflects actual experience through January 2024.
(6) Does not reflect ORT Phase 1 (Eastern and Northeast Ticket). ORT conversion is assumed to be revenue neutral.
(7) Does not reflect ORT Phase 2 (Western Ticket). ORT conversion is assumed to be revenue neutral.

Table 14
Comparison of New Traffic and Revenue
Estimates with those from the 2023 IG Study
Total System
Pennsylvania Turnpike

Traffic and Toll Revenue in Thousands

Fiscal Year (1)	Total Annual Transactions			Annual Net Toll Revenue		
	Current Estimates (2)	2023 IG Study (3)	Percent Difference	Current Estimates (2)	2023 IG Study (3)	Percent Difference
2022-23	206,253	205,865	0.2	$1,647,449	$1,649,638	(0.1)
2023-24	208,788	205,613	1.5	1,726,298	1,699,910	1.6
2024-25	209,960	207,557	1.2	1,794,356	1,788,716	0.3
2025-26	211,162	210,112	0.5	1,875,194	1,887,984	(0.7)
2026-27	212,282	211,903	0.2	1,954,496	1,974,550	(1.0)
2027-28	214,132	213,490	0.3	2,038,962	2,057,046	(0.9)
2028-29	215,034	215,066	(0.0)	2,112,172	2,137,252	(1.2)
2029-30	216,386	216,547	(0.1)	2,192,787	2,220,069	(1.2)
2030-31	217,672	217,970	(0.1)	2,275,704	2,305,414	(1.3)
2031-32	219,437	219,349	0.0	2,367,037	2,393,564	(1.1)
2032-33	220,174	220,781	(0.3)	2,450,360	2,485,683	(1.4)
2033-34	221,530	222,319	(0.4)	2,543,576	2,582,246	(1.5)
2034-35	222,829	223,801	(0.4)	2,639,793	2,681,993	(1.6)
2035-36	224,601	225,211	(0.3)	2,745,745	2,784,893	(1.4)
2036-37	225,187	226,533	(0.6)	2,841,110	2,890,948	(1.7)
2037-38	226,260	227,797	(0.7)	2,946,413	3,000,426	(1.8)
2038-39	227,271	229,000	(0.8)	3,054,980	3,113,426	(1.9)
2039-40	228,781	230,145	(0.6)	3,174,722	3,230,070	(1.7)
2040-41	229,096	231,227	(0.9)	3,282,161	3,350,351	(2.0)
2041-42	229,901	232,239	(1.0)	3,400,646	3,474,166	(2.1)
2042-43	230,604	233,163	(1.1)	3,521,980	3,601,126	(2.2)
2043-44	231,790	233,993	(0.9)	3,655,011	3,731,058	(2.0)
2044-45	231,776	234,759	(1.3)	3,773,485	3,864,792	(2.4)
2045-46	232,250	235,462	(1.4)	3,904,471	4,002,431	(2.4)
2046-47	232,663	236,099	(1.5)	4,039,066	4,144,066	(2.5)
2047-48	233,565	236,674	(1.3)	4,187,658	4,289,809	(2.4)
2048-49	233,260	237,183	(1.7)	4,319,388	4,439,762	(2.7)
2049-50	233,464	237,631	(1.8)	4,465,278	4,594,032	(2.8)
2050-51	233,600	238,016	(1.9)	4,615,084	4,752,725	(2.9)
2051-52	234,234	238,336	(1.7)	4,780,687	4,915,936	(2.8)
2052-53	233,653	238,594	(2.1)	4,926,781	5,083,760	(3.1)
2053-54	233,570			5,088,794		

(1) PTC fiscal year ends May 31.

(2) Reflects actual experience through May 2022.

(3) Reflects actual traffic and revenue experience through March 2021.

Table 15 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 subtract from net toll revenue. As transactions and revenue are estimated to grow each year, so too does bad debt expense. In FY 2022-23 bad debt expense was $114.0 million, representing 42.8 of TBP revenue. Analyses conducted by CDM Smith indicate that the bad debt expense proportion of TBP revenue will grow further, reaching 48.6% of TBP invoices that will not be paid by FY 2028-29 and stabilizing at that level for the remainder of the forecast period. As a result, bad debt expense is estimated to grow to $346.6 million in FY 2053-54. Total net toll revenue minus the video bad debt expense is estimated to grow from approximately $1.5 billion in FY 2022-23 to $4.7 billion by FY 2053-54.

Table 15
Total System: Estimated Annual Video Revenue Leakage
Pennsylvania Turnpike Commission

Traffic and Toll Revenue in Thousands

Fiscal Year	(2)	Net Toll Revenue (1)	Estimated Video Revenue Bad Debt Expense	Net Toll Revenue Minus Video Bad Debt Expense
2022-23	(3,4)	$1,647,449	($113,993)	$1,533,455
2023-24	(5)	1,726,298	(127,715)	1,598,582
2024-25	(6)	1,794,356	(128,200)	1,666,156
2025-26		1,875,194	(129,370)	1,745,824
2026-27	(7)	1,954,496	(134,197)	1,820,299
2027-28		2,038,962	(141,256)	1,897,706
2028-29		2,112,172	(147,812)	1,964,360
2029-30		2,192,787	(153,619)	2,039,168
2030-31		2,275,704	(159,311)	2,116,393
2031-32		2,367,037	(165,551)	2,201,486
2032-33		2,450,360	(171,263)	2,279,097
2033-34		2,543,576	(177,625)	2,365,951
2034-35		2,639,793	(184,178)	2,455,615
2035-36		2,745,745	(191,358)	2,554,387
2036-37		2,841,110	(197,849)	2,643,261
2037-38		2,946,413	(204,975)	2,741,438
2038-39		3,054,980	(212,302)	2,842,678
2039-40		3,174,722	(220,338)	2,954,384
2040-41		3,282,161	(227,569)	3,054,592
2041-42		3,400,646	(235,504)	3,165,142
2042-43		3,521,980	(243,612)	3,278,368
2043-44		3,655,011	(252,468)	3,402,543
2044-45		3,773,485	(260,378)	3,513,107
2045-46		3,904,471	(269,075)	3,635,396
2046-47		4,039,066	(277,988)	3,761,078
2047-48		4,187,658	(287,774)	3,899,884
2048-49		4,319,388	(296,465)	4,022,923
2049-50		4,465,278	(306,038)	4,159,240
2050-51		4,615,084	(315,839)	4,299,245
2051-52		4,780,687	(326,616)	4,454,071
2052-53		4,926,781	(336,122)	4,590,659
2053-54		5,088,794	(346,610)	4,742,184

(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 traffic and revenue experience.
(4) Reflects opening of all ramp movements between the Southern Beltway and I-79 in June 2022.
(5) Reflects actual experience through January 2024.
(6) Does not reflect ORT Phase 1 (Eastern and Northeast Ticket). ORT conversion is assumed to be revenue neutral.
(7) Does not reflect ORT Phase 2 (Western Ticket). ORT conversion is assumed to be revenue neutral.

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.

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,

Scott Allaire
Vice President
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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.

- 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.

Table 1
Historical Toll Rate Increases
Pennsylvania Turnpike

Date	Percent Increase Cash/Video	Percent Increase E-ZPass	Comment
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.

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.

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, $0.07x14+$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

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

Table 2
Toll Factors by Class
Pennsylvania Turnpike

Axle/Height Class	Abbreviated Class	Toll Factor
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

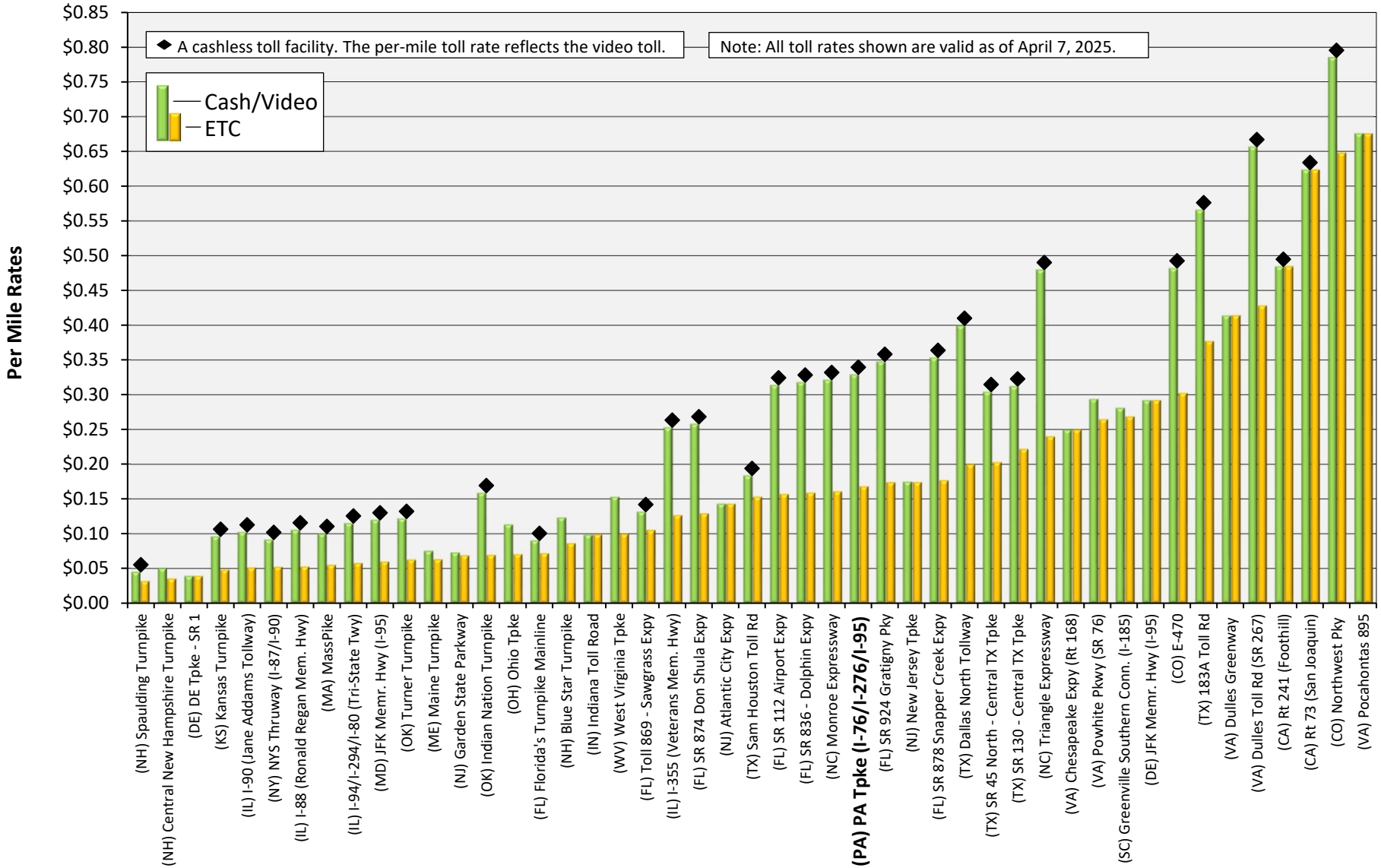
the western section of I-76 from Reading to Warrendale will continue to be charged a single total trip rate for any trips occurring in this portion of the Mainline and will not see individual charges for each segment as will occur in the eastern section where ORT Phase 1 is already in effect.

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.

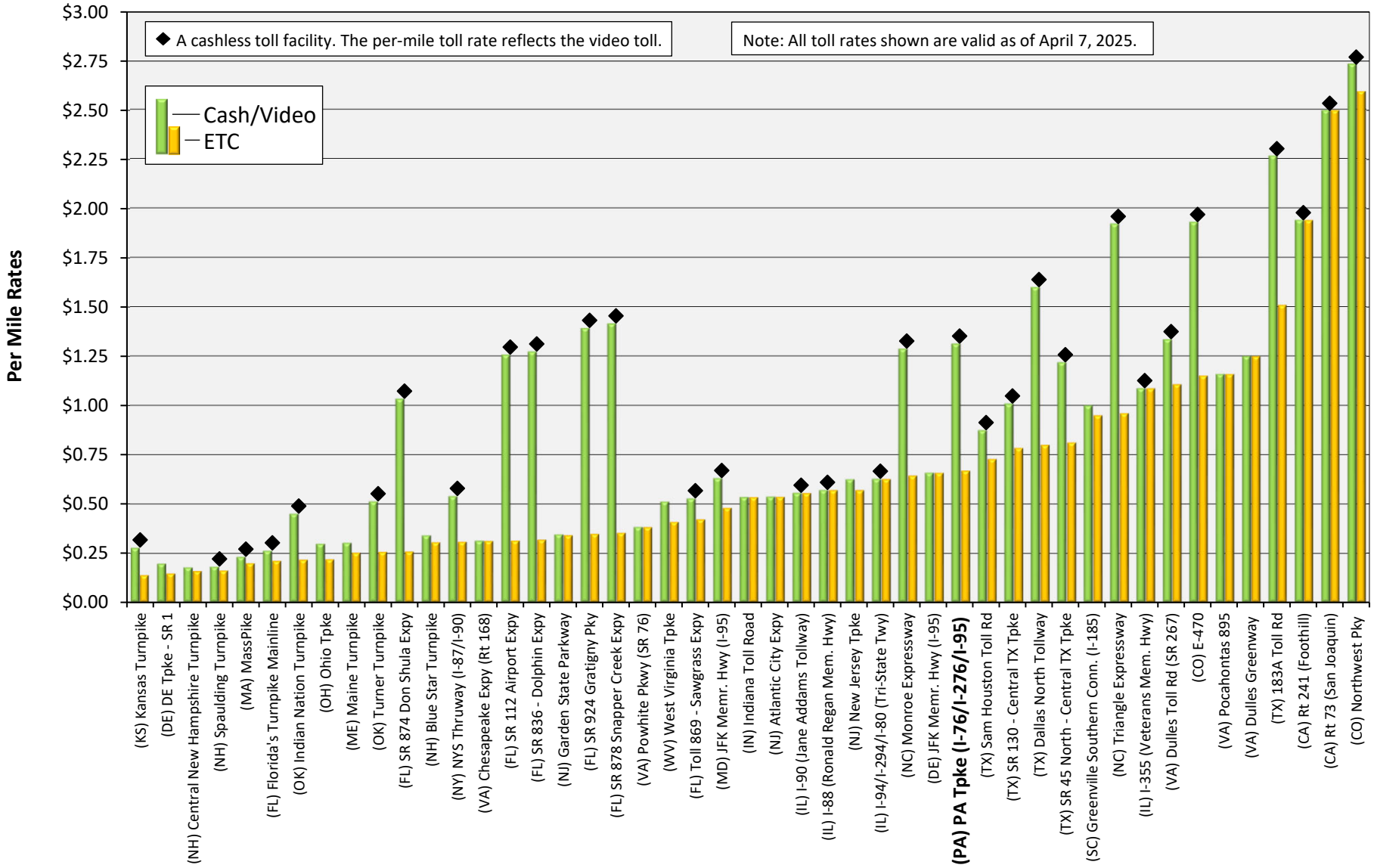
In addition to toll rate updates on the Mainline, vehicle classifications have been standardized across the spur systems. Prior to ORT Phase 1 conversion, Turnpike 66, and Turnpike I-376 each had two axle-based classes on ramp tolls and nine axle-based classes at mainline toll plazas. Both of these spur 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)

FIGURE 2



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

FIGURE 3

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.

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

	Transactions						Gross Toll Revenue					
Fiscal Year (1)	Cars	Percent Change over Prior Year	Trucks	Percent Change over Prior Year	Total	Percent Change over Prior Year	Cars	Percent Change over Prior Year	Trucks	Percent Change over Prior Year	Total	Percent Change over 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

Average Annual Percent Change

	Transactions			Gross Toll Revenue		
Fiscal Year	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.

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

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

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.

Table 4

Total Turnpike System - Monthly Transaction and Revenue Trends

Transactions Include Revenue and Non-Revenue Vehicles

Toll Transactions (in 1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	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)	18,431
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 Jun-Dec	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

Toll Revenue (in $1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	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	$157,859
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 Jun-Dec	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

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.

Table 5

Ticket System - Monthly Transaction and Revenue Trends

Transactions Include Revenue and Non-Revenue Vehicles

Toll Transactions (in 1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	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)	13,064
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 Jun-Dec	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

Toll Revenue (in $1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	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	$131,374
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 Jun-Dec	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

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).

Table 6

Combined Barrier Facilities - Monthly Transaction and Revenue Trends

Transactions Include Revenue and Non-Revenue Vehicles

Toll Transactions (in 1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	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 Jun-Dec	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

Toll Revenue (in $1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	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 Jun-Dec	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

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:

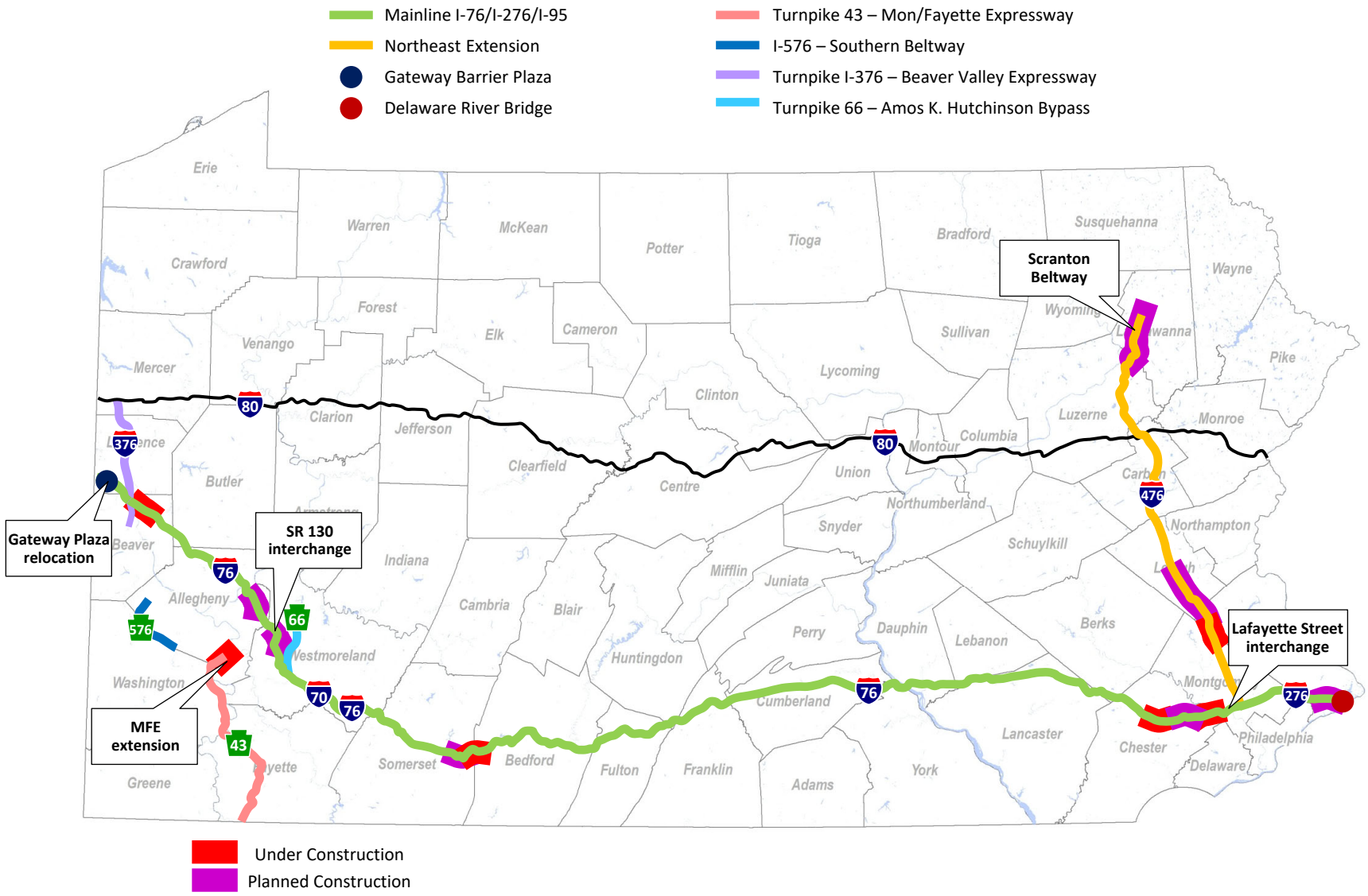
- The relocation of the Gateway Toll Plaza to milepost 5.4 and conversion of vehicle classifications;
- A new cashless tolling interchange between I-76 and SR 130 in Westmoreland County;
- The construction of a realignment of the Mainline Turnpike to bypass the Allegheny Mountain Tunnel in Somerset County;
- 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.

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

FIGURE 4

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.

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.

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 Year		E-ZPass Penetration Rates: 2025 Bring Down Letter Cars	Trucks	Total	Difference from 2024 Bring Down Letter Cars	Trucks	Total
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

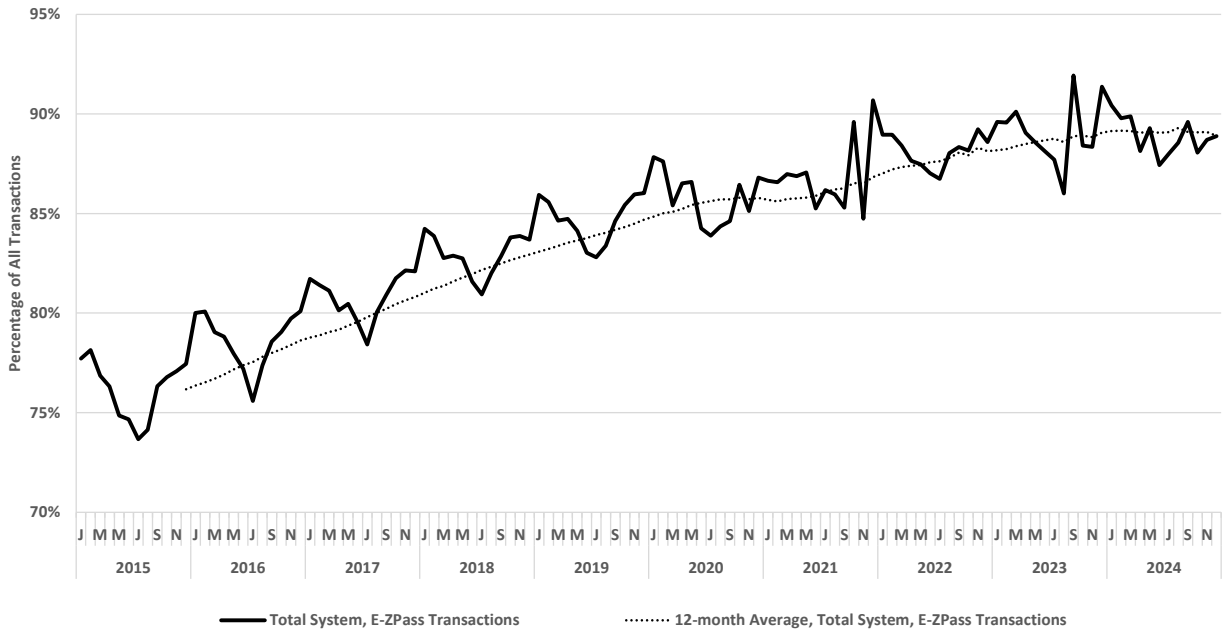
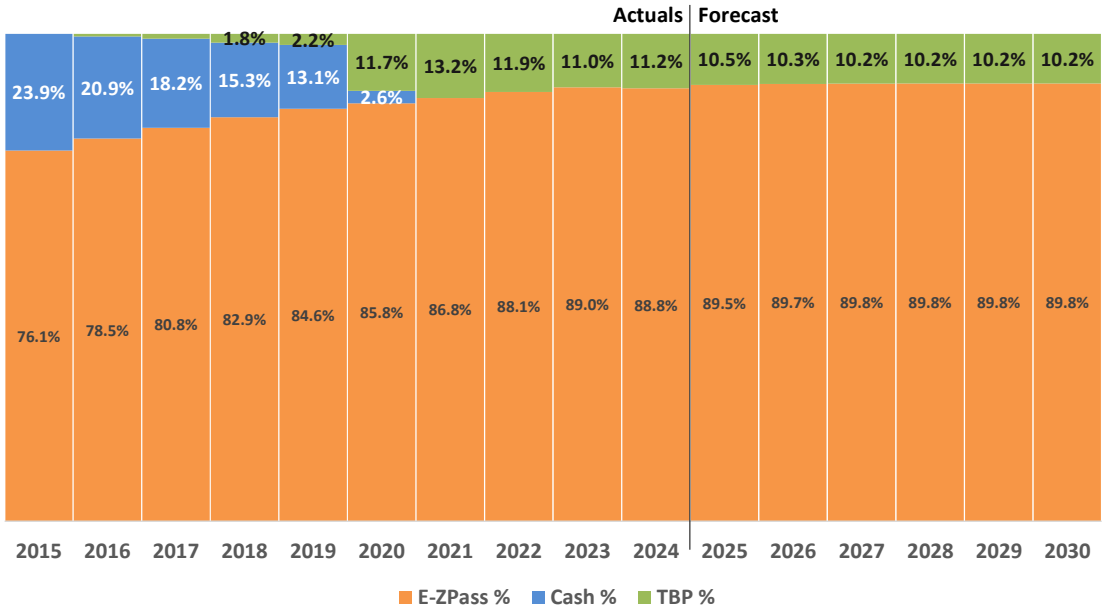


Figure 6
Historical and Forecast Market Shares of Total System-wide Transactions



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.

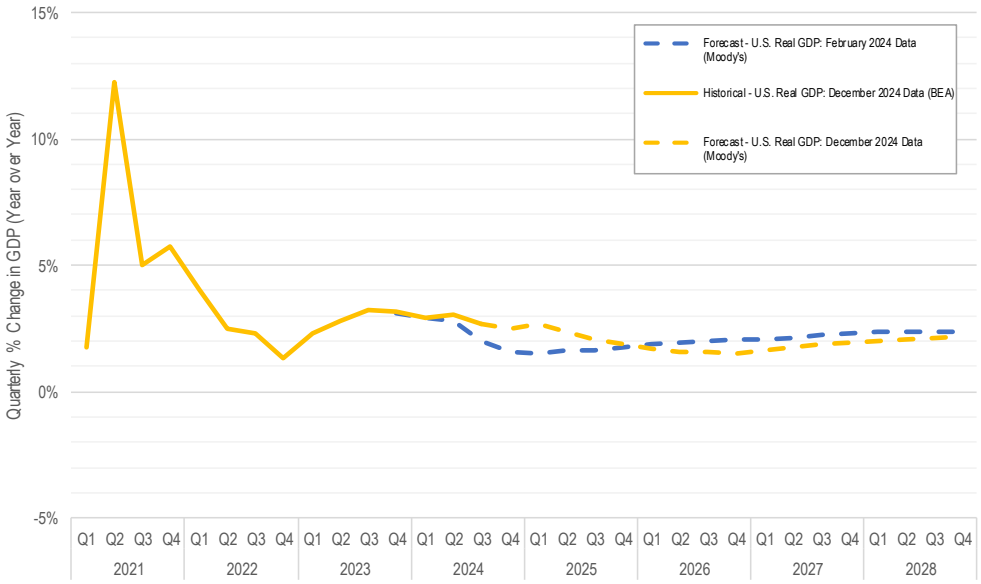
Figure 7 shows actual and estimated GDP at the time of the 2024 Bring Down Letter as well as Moody's Analytics' GDP forecast as of December 2024. At the time of the 2024 Bring Down Letter, the most recent actual GDP figure available was for quarter four (Q4) of 2023.

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.

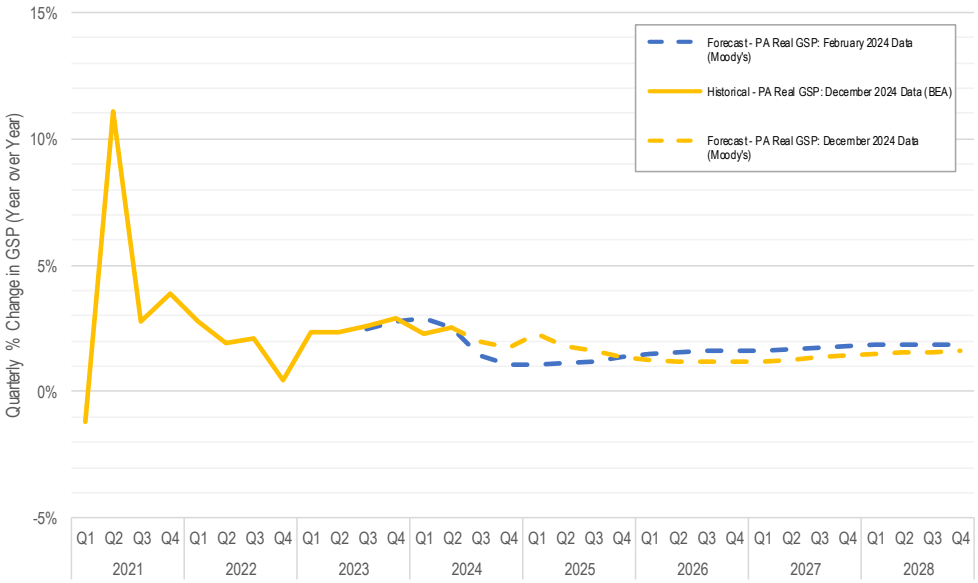
Figure 8 shows Pennsylvania's historic and forecast GSP. Because GSP data lags GDP data, GSP is actual through only the 2024 Q2; at the time of the 2024 Bring Down Letter, GSP was actual through 2023 Q3. GSP growth in the three quarters for which actual data is now available was similar to forecast growth 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.

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)

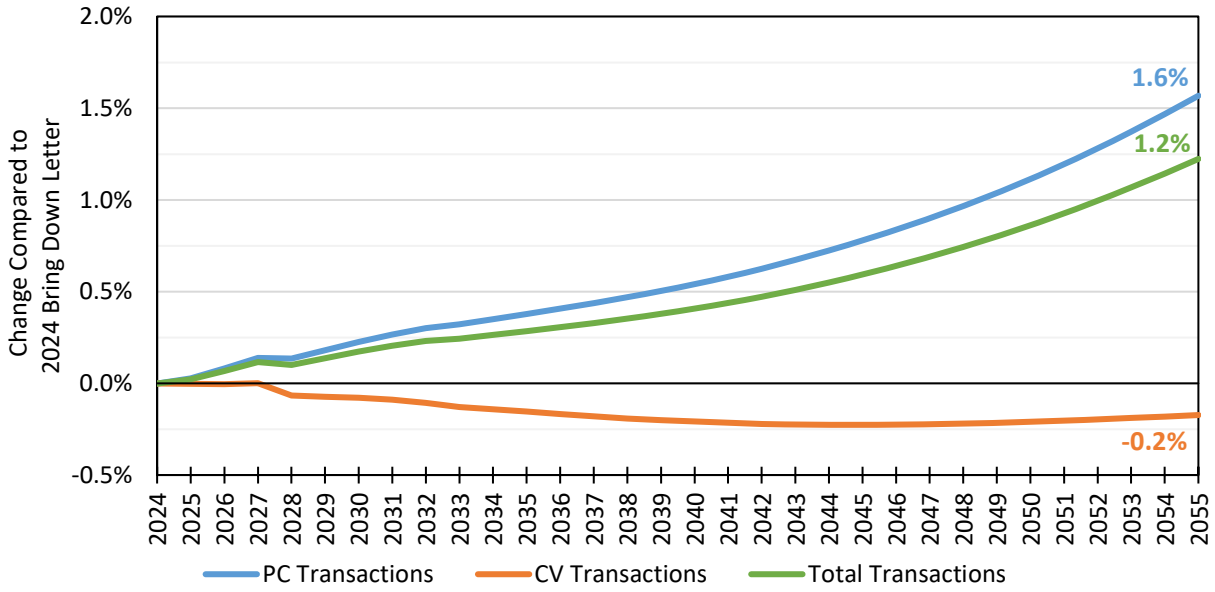
Econometric Forecasting Update

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.

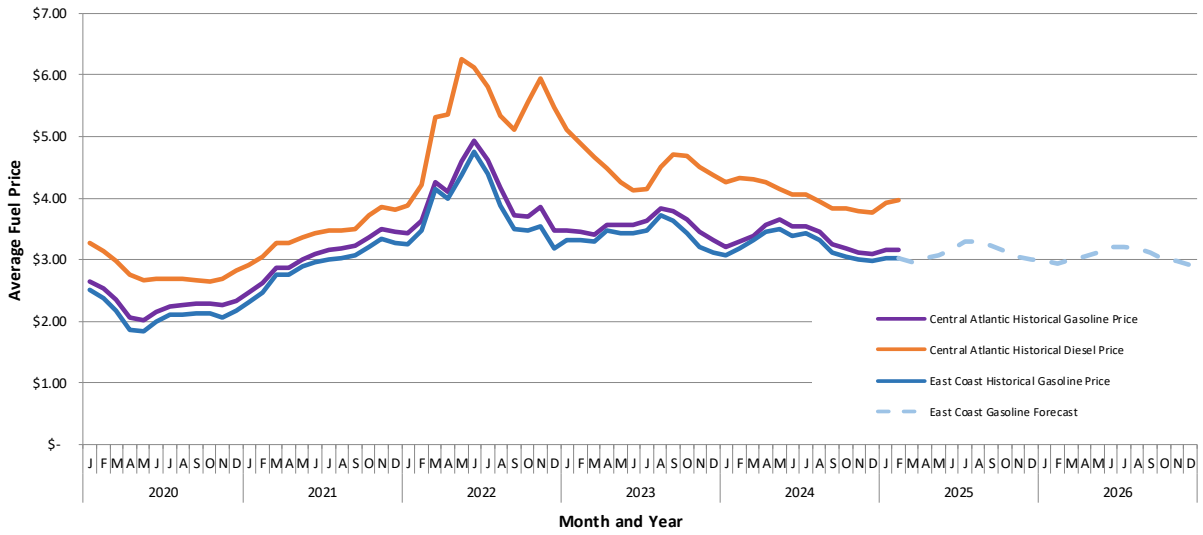
Diesel prices also began to fall in the summer of 2022, and after brief, but significant, increases in the fall of 2022 and summer of 2023, have nearly continuously declined over the past two 32 months. Similar to gasoline, the per-gallon diesel price of $3.77 in December 2024 was its lowest

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)



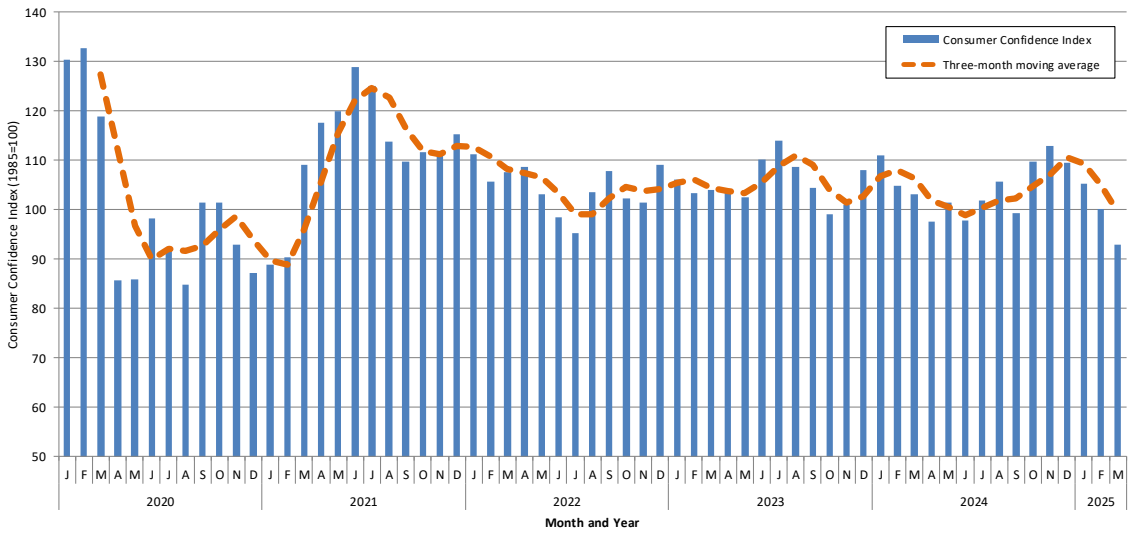
Source: U.S. Energy Information Administration, release dates 3/24/2025 (historical) and 3/11/2025 (forecast).
Note: Retail Prices in USD for Regular All Formulations Retail Gasoline and Number 2 Diesel.
Central Atlantic states include Delaware, District of Columbia, Maryland, New Jersey, New York, and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

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

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.

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

	Total Traffic (in Thousands)			Total Gross Toll Revenue (in Thousands)		
Facility	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.

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

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

Transactions and Toll Revenue in Thousands

Fiscal Year		Annual Transactions (1) Passenger Cars	Commercial Vehicles	Total Vehicles	Annual Gross Toll Revenue (1) Passenger Cars	Commercial Vehicles	Total 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.

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		Annual Transactions (1) Passenger Cars	Commercial Vehicles	Total Vehicles	Annual Gross Toll Revenue (1) Passenger Cars	Commercial Vehicles	Total 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.

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) Passenger Cars	Commercial Vehicles	Total Vehicles	Annual Gross Toll Revenue (1) 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.

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,

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		Annual Transactions (1) Passenger Cars	Commercial Vehicles	Total Vehicles	Annual Gross Toll Revenue (1) Passenger Cars	Commercial Vehicles	Total Vehicles	Discounts and Adjustments	Net Toll Revenue
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.

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.

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.

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.

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

Toll Revenue in Thousands

Fiscal Year	(1)	Net Toll Revenue (2)	Estimated Video Revenue Bad Debt Expense	Net Toll Revenue Minus Video Bad Debt Expense
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.

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.

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,

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April 27, 2026

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

Subject: Pennsylvania Turnpike Commission 2026 Traffic and Toll Revenue Bring Down Letter

Dear Mr. Dreher:

The Pennsylvania Turnpike Commission (PTC or Commission) asked CDM Smith to prepare this *2026 Traffic and Toll Revenue Bring Down Letter* (2026 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 *2025 Traffic and Toll Revenue Bring Down Letter* (2025 Bring Down Letter) dated April 11, 2025, which itself was an update of the *2024 Traffic and Toll Revenue Bring Down* Letter (2024 Bring Down Letter) dated March 22, 2024, and the *2023 Traffic and Revenue Forecast Study* (2023 IG Study) dated May 2023.

The 2025 Bring Down Letter included actual data through December 2024 and presented traffic and toll revenue forecasts from fiscal year (FY) 2024-25 through FY 2054-55. The fiscal year runs from June 1 through May 31. An additional 13 months of actual data (through January 2026) were available for this 2026 Bring Down Letter. The forecast period for this study is one additional year into the future, now extending through FY 2055-56.

This report will provide a summary of differences between the current traffic and revenue forecast and the one provided in the 2025 Bring Down Letter.

The updated forecasts reflect the following changes from the 2025 Bring Down Letter:

- 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 13 months of data, from January 2025 through January 2026.
- A review of scheduled major roadway improvements was conducted to determine if there have been any changes since completion of the 2025 Bring Down Letter. Two new projects have been added to the forecast: an extension of Mon-Fayette Expressway and a new

interchange on the Turnpike Mainline at Lafayette Street. These will be discussed further in the Committed Roadway Improvements section of this report.

- The underlying econometric model used to estimate long-term baseline growth rates, 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 13 months since the 2025 Bring Down Letter have generally been higher than forecast, so discounts have been revised upwards compared to the 2025 Bring Down Letter.
- Based on recent experience and trends, the percentage of TBP Bad Debt Expense has been revised slightly upwards based on actual revenue received since ORT conversion, as well as other changes on the Turnpike system.
- The forecast has been adjusted to account for ORT Phase 2 in January 2027. As a result, transactions from 2027 onwards are significantly higher than in previous forecasts to reflect segment-based tolling rather than trip-based tolling.

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

The intent of this 2026 Bring Down Letter is to review and revise, if warranted, the forecasts developed as part of the 2025 Bring Down Letter. Any adjustments made were based on the 13 months of new actual traffic and toll revenue experience since the 2025 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 4, 2026. Rate increases are presented as a percentage 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.

Periodic toll rate increases were implemented on the Turnpike System in 1987, 1991, and 2004, and annual toll rate 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 percentage. 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.

Table 1
Historical Toll Rate Increases
Pennsylvania Turnpike

Date	Percent Increase Cash/Video	Percent Increase E-ZPass	Comment
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)
1/4/2026	4.0	4.0	

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.

In 2015, toll rates increased by 5.0 percent. Toll rates increased by 6.0 percent annually from 2016 to 2021, by 5.0 percent from 2022 to 2025, and by 4.0 percent in 2026. 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, making video rates about double E-ZPass rates across all highways in the PTC system.

The toll rate increase that occurred on January 5, 2025 coincided with PTC's implementation of 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 were 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.

The most recent toll rate increase occurred on January 4, 2026 and resulted in systemwide toll rates increasing an average of four percent, which was the smallest annual rate increase since 2014.

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 7.

OPEN ROAD TOLLING (ORT) CONVERSION AND VEHICLE CLASSIFICATION CHANGES

The implementation of Open Road Tolling (ORT) on the Mainline is planned to occur in two phases and introduced a major change to the tolling structure. Phase 1 of ORT conversion was initiated by PTC in January 2025 and brought a new formula-based toll structure to standardize toll rates across the Mainline. As part of Phase 1, tolling points were relocated from interchange ramps to the highway mainline but only in the eastern portion of the system (I-76/I-276 east of the Reading Interchange as well as the entire Northeast Extension to Clark's Summit on I-476). Phase 2 of ORT conversion is planned for January 2027 and will involve moving the tolling points within the remaining central and western sections of the Mainline.

The ORT toll rates reflect a distance-based charge and flat fee per segment, with TBP customers paying double the rate of E-ZPass customers. Toll rates are higher for vehicles larger than 7.5-feet tall and for each additional axle.

ORT is a conversion from trip-based to segment-based tolling, where customers are charged for each segment traversed rather than per trip. On the eastern portion of the Mainline where ORT Phase 1 is in effect, customers incur a separate charge for each segment traveled rather than a single toll for a trip with a defined entry and exit point. As a result of this reporting change, reported transactions for 2025 appear significantly higher when compared to past years.

In the time between ORT Phase 1 (January 2025) and ORT Phase 2 (January 2027), travelers on the central and western sections of I-76 from Reading to Warrendale will continue to be charged a single total trip rate even though their toll rate reflects the same ORT formula-based approach as the eastern portion of the system. However, upon implementation of ORT Phase 2 in 2027, trips occurring in the central and western sections will see individual charges for each segment, in the same manner as transactions are recorded in the eastern section today. As a result of ORT Phase 2 implementation in 2027, reported transactions will be significantly higher than in previous years as transactions are recorded on a segment basis; however, because the toll formula was already updated in 2025, no impact on toll revenue is expected.

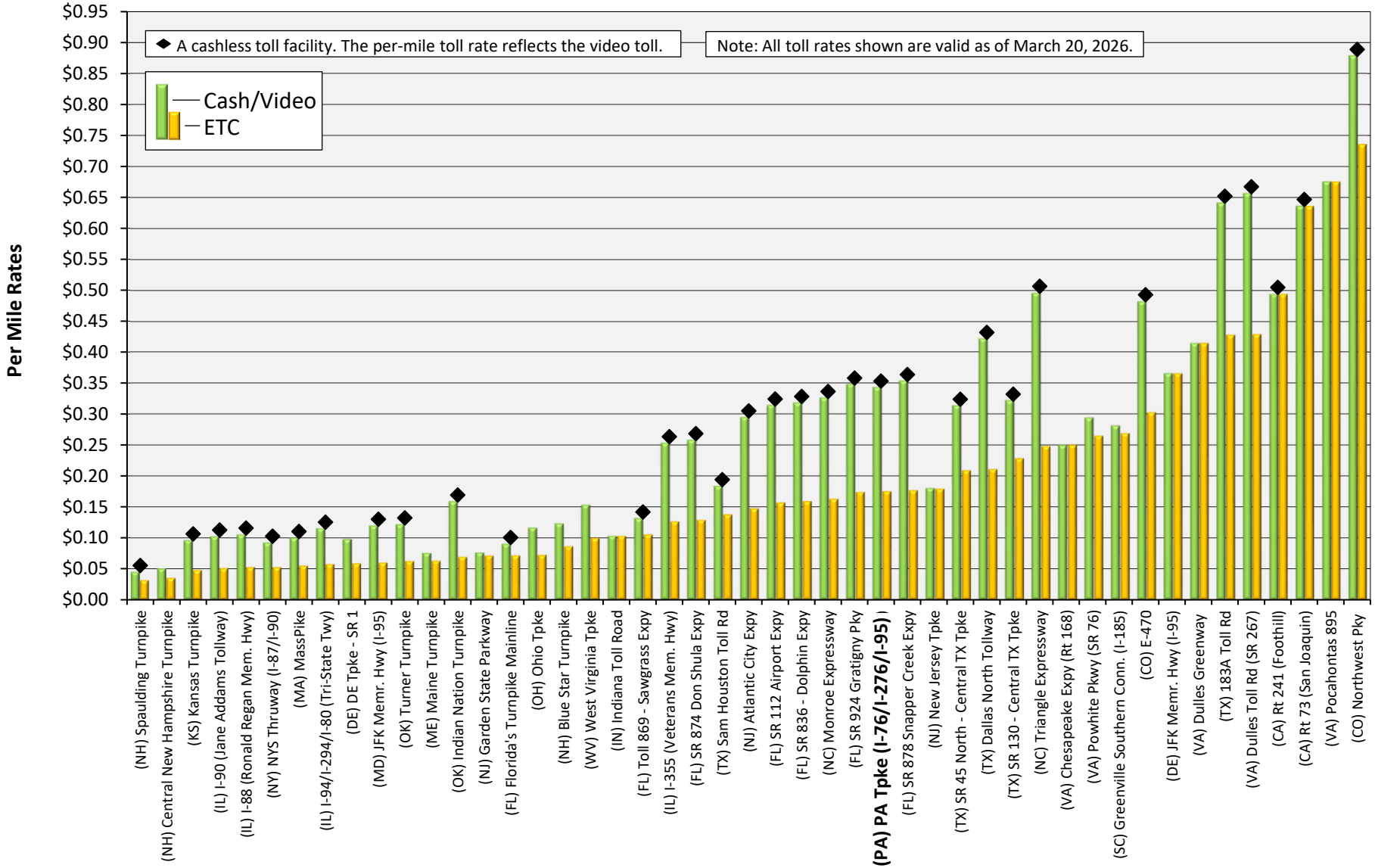
Simultaneously with the Phase 1 ORT conversion in January 2025, vehicle classifications were changed from a weight-based to an axle- and height-based system across the entire Mainline Turnpike System. In addition to the Mainline, vehicle classifications in 2025 have been standardized across the spur 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.

CURRENT MAINLINE TURNPIKE TOLL RATES

Figures 1 and 2 show the 2026 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 1 and 2.

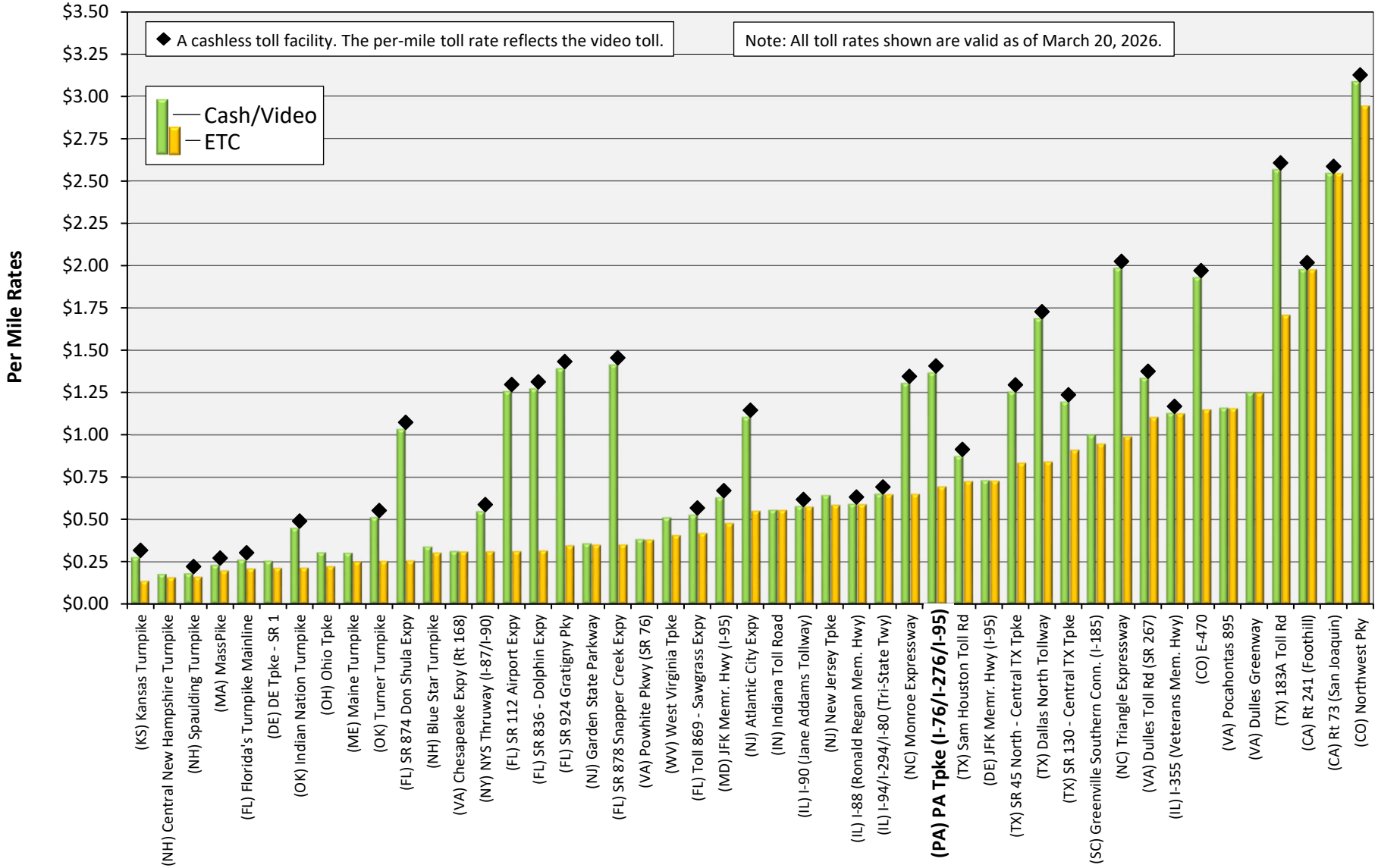
The per-mile through-trip toll rate is shown for the Pennsylvania Turnpike Mainline, which represents a round trip on I-76/I-276/I-95 between Ohio and New Jersey. Figure 1 shows that despite 18 consecutive annual toll increases beginning in 2009, the Pennsylvania Turnpike Mainline PC per-mile toll rate of 18 cents per mile for E-ZPass customers and 34 cents per mile for video customers are still competitively priced compared to other U.S. toll facilities as the ETC per-mile rate for PCs is the 19th highest of the 47 surveyed facilities.

As shown in Figure 2, through-trip toll rates on the Pennsylvania Turnpike Mainline for 5-axle CVs (represented by weight class 5H) are 70 cents per mile for E-ZPass and $1.37 per mile for video transactions, which puts the Mainline's electronic toll collection (ETC) per-mile rates as the 17th highest of the 47 facilities that are tracked.



COMPARISON OF 2026 PASSENGER CAR PER-MILE THROUGH TRIP TOLL RATES (DATA SORTED BY ETC TOLL RATES)

FIGURE 1



COMPARISON OF 2026 FIVE-AXLE VEHICLE PER-MILE THROUGH TRIP TOLL RATES (DATA SORTED BY ETC TOLL RATES)

FIGURE 2

Historical Transaction and Gross Toll Revenue Trends

ANNUAL TRANSACTION AND GROSS TOLL REVENUE TRENDS

Table 2 provides a summary of annual systemwide transactions and gross toll revenue trends from FY 1994-95 through FY 2024-25. 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.

Over the five fiscal years spanning the pandemic and its aftermath, PC transactions did not return to the peak reached in FY 2018–19. Transactions declined sharply during the early pandemic years, falling by 12.8 percent in FY 2019–20 and an additional 13.2 percent in FY 2020–21. While PC transactions rebounded strongly in FY 2021–22 and continued to grow over the subsequent two fiscal years, this growth was insufficient to fully recover pre-pandemic levels.

In contrast, CV transactions followed a different trajectory. They declined by only 2.4 percent in FY 2019–20 and then increased in FY 2020–21, surpassing pre-pandemic annual transaction totals. Growth in CV transactions continued in the years that followed. As a result of these contrasting trends, total transactions in FY 2023–24 remained below the FY 2018–19 peak.

Due to annual toll rate increases, revenue continued to grow during this period despite declining transactions, with average annual growth of 4.8 percent for PCs, 7.1 percent for CVs, and 5.9 percent for total vehicles.

Transactions from FY 2024-25 onwards are not comparable to prior years due to ORT conversion, in which transactions are reported as segments rather than trips, resulting in much higher transaction totals. However, because ORT conversion was not expected to have an impact on total revenue, revenue is comparable pre- and post-ORT Phase 1 conversion. From FY 2023-24 to FY 2024-25, revenue grew 5.9 percent for PCs, 8.4 percent for CVs, and 7.0 percent for total vehicles.

Table 2
Annual Systemwide Traffic and Gross Toll Revenue Trends
Pennsylvania Turnpike System
(in thousands)

	Transactions						Gross Toll Revenue					
Fiscal Year (1)	Cars	Percent Change over Prior Year	Trucks	Percent Change over Prior Year	Total	Percent Change over Prior Year	Cars	Percent Change over Prior Year	Trucks	Percent Change over Prior Year	Total	Percent Change over 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
2024-25 (11)	243,005	40.3	53,436	48.9	296,440	41.8	980,072	5.9	898,611	8.4	1,878,683	7.0

Average Annual Percent Change

	Transactions			Gross Toll Revenue		
Fiscal Year	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)	4.8	7.1	5.9
FY 1994-95 - FY 2023-24	1.5	2.9	1.7	6.1	6.6	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.
(11) ORT Phase 1 and vehicle classification changes were implemented on January 5, 2025.

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

MONTHLY TRANSACTIONS AND GROSS TOLL REVENUE TRENDS

Tables 3 through 5 present recent monthly transaction and gross toll revenue trends from FY 2022-23 through the first eight months of FY 2025-26 (January 2026) for all PTC facilities. The information is provided for PCs, CVs, and total vehicles. The facilities are summarized in the following order:

- Table 3 – the total Turnpike System (combined total of the Mainline System and Barrier System);
- Table 4 – the Mainline System (comprised of I-76/I-276 and I-476);
- Table 5 – 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 (through January 4, 2025);
  - Turnpike I-376 (Beaver Valley Expressway) (BVE);
  - Turnpike 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 2022-23. As shown in Table 3, FY2023-24 experienced divergent trends of PC and CV growth. 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 declines 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.

Year-over-year transaction growth in FY 2024-25 is only directly comparable through December 2024 due to ORT Phase 1 implementation in January 2025. Through these first seven months of FY 2024-25 PC growth slowed, with transactions increasing 0.9 percent over the same period in the previous fiscal year, while CV growth accelerated, with transactions growth of 2.0 percent. Revenue growth is comparable for the full fiscal year, however, and as in other years it was larger due to toll rate increases. PC revenue grew 5.9 percent, CV revenue grew 8.4 percent, and total revenue grew 7.0 percent compared to FY 2023-24.

Year-over-year transactions growth from FY 2024-25 to FY 2025-26 is similarly not comparable due to ORT Phase 1 conversion. However, year-to-date (June to January) revenue growth has exceeded toll rate growth, with PC revenue growing 7.5 percent, CV revenue growing 11.1 percent, and total revenue growing 9.2 percent compared to the previous year.

As previously mentioned, the Mainline 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. As seen in Table 4, overall transactions on the Mainline System grew 1.2 percent in FY 2023-24. 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.

Although full-year transactions growth numbers are not meaningfully comparable due to ORT Phase 1 conversion, revenue growth in FY 2024-25 was greater than the five percent toll rate increases implemented in January 2024 and 2025. PC revenue increased by 6.0 percent, CV revenue increased by 9.0 percent, and total vehicle revenue increased by 7.4 percent. FY 2025-26 revenue growth was even stronger from June 2025 to January 2026, as PC revenue grew by 8.4 percent, CV revenue grew by 12.6 percent, and total revenue grew by 10.5 percent compared to the same eight-month period in FY 2024-25.

Table 5 provides the same information for all barrier toll facilities combined, which contribute about 15 percent of total systemwide toll revenue. The Barrier System grew faster than the Mainline 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.

Unlike the Mainline System, ORT conversion did not affect transaction counts on most of the Barrier System, with the exception of the Clarks Summit and Keyser Avenue Toll Plazas at the northern end of the Northeast Extension. Upon ORT Phase 1 implementation and the conversion of the Northeast Extension to segment-based tolling, these two toll plazas were removed from the Barrier System and incorporated into the ORT system. These two plazas accounted for about eight percent of Barrier System transactions and six percent of Barrier System revenue in 2024. Therefore, although Barrier System transactions experienced year-over-year declines each month from January 2025 to January 2026, most months would have experienced slight growth if transactions from these two toll plazas were excluded from the prior year's figures.

Although total vehicle revenue on the Barrier System grew 5.1 percent in FY 2024-25 and a further 2.7 percent in the first eight months of FY 2025-26, these figures would be higher if excluding Clarks Summit and Keyser Avenue Toll Plazas revenue from the prior year.

Table 3

Total Turnpike System - Monthly Transaction and Revenue Trends

Transactions Include Revenue and Non-Revenue Vehicles

Toll Transactions (in 1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26
June	14,665	5.9	15,529	(1.2)	15,341	109.7	32,168	3,239	(0.7)	3,217	(4.0)	3,090	121.5	6,845	17,904	4.7	18,746	(1.7)	18,431	111.7	39,013
July	15,120	3.2	15,602	0.6	15,689	112.6	33,358	3,047	(1.5)	3,003	7.6	3,232	121.1	7,146	18,167	2.4	18,605	1.7	18,921	114.1	40,504
August	15,427	3.1	15,908	0.1	15,921	115.5	34,309	3,323	(0.3)	3,311	(1.2)	3,272	111.6	6,923	18,750	2.5	19,220	(0.1)	19,193	114.8	41,232
September	14,539	0.7	14,647	(0.0)	14,642	107.6	30,399	3,133	(4.4)	2,997	2.2	3,062	125.0	6,888	17,672	(0.2)	17,644	0.3	17,704	110.6	37,286
October	15,002	1.6	15,243	3.3	15,752	104.6	32,229	3,100	2.5	3,179	6.5	3,386	114.4	7,258	18,102	1.8	18,421	3.9	19,137	106.3	39,487
November	14,008	2.2	14,321	0.3	14,370	109.0	30,036	2,910	(0.5)	2,895	(0.3)	2,886	117.7	6,281	16,918	1.8	17,216	0.2	17,256	110.5	36,317
December	13,730	1.5	13,939	3.8	14,468	97.0	28,503	2,756	(3.0)	2,672	3.9	2,775	132.7	6,455	16,485	0.8	16,611	3.8	17,243	102.7	34,958
January	12,646	(4.4)	12,092	93.1	23,345	4.7	24,436	2,723	0.5	2,735	114.5	5,868	3.8	6,088	15,369	(3.5)	14,827	97.0	29,213	4.5	30,524
February	11,986	3.1	12,362	89.3	23,395			2,556	5.4	2,695	116.2	5,826			14,542	3.5	15,057	94.1	29,221		
March	13,797	0.2	13,826	106.2	28,505			3,012	(4.9)	2,864	127.8	6,525			16,810	(0.7)	16,691	109.9	35,029		
April	14,093	1.9	14,367	105.7	29,556			2,874	6.6	3,063	119.5	6,723			16,967	2.7	17,430	108.1	36,279		
May	15,343	0.3	15,394	108.0	32,021			3,224	0.9	3,254	108.7	6,793			18,567	0.4	18,649	108.1	38,814		
Total Year	170,355	1.7	173,231	40.3	243,005			35,898	(0.0)	35,885	48.9	53,436			206,253	1.4	209,116	41.8	296,440		
Subtotal Jun-Jan	115,137	1.9	117,281	10.4	129,528	89.5	245,438	24,231	(0.9)	24,008	14.8	27,569	95.4	53,884	139,368	1.4	141,289	11.2	157,097	90.5	299,322

Toll Revenue (in $1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26
June	$75,387	11.2	$83,857	1.6	$85,170	9.6	$93,337	$69,420	3.1	$71,598	1.5	$72,689	8.6	$78,955	$144,807	7.4	$155,455	1.5	$157,859	9.1	$172,292
July	82,549	3.4	85,370	8.8	92,856	9.9	102,007	66,772	1.3	67,654	13.3	76,675	13.0	86,619	149,321	2.5	153,024	10.8	169,532	11.3	188,626
August	82,405	(1.3)	81,364	15.4	93,915	8.2	101,649	71,638	(1.4)	70,647	10.5	78,088	8.2	84,489	154,043	(1.3)	152,011	13.2	172,003	8.2	186,138
September	74,449	10.9	82,542	0.9	83,249	5.0	87,378	66,931	1.1	67,692	9.5	74,136	21.0	89,716	141,379	6.3	150,234	4.8	157,385	12.5	177,094
October	74,223	5.5	78,285	9.0	85,351	7.1	91,427	66,341	6.9	70,906	11.6	79,144	8.2	85,655	140,564	6.1	149,191	10.3	164,495	7.7	177,082
November	70,031	6.2	74,404	5.8	78,724	8.7	85,570	63,075	2.0	64,352	8.6	69,871	9.8	76,690	133,106	4.2	138,756	7.1	148,595	9.2	162,260
December	67,345	16.0	78,125	0.8	78,778	3.4	81,427	59,946	9.2	65,461	3.1	67,460	16.2	78,369	127,291	12.8	143,586	1.8	146,238	9.3	159,796
January	62,236	2.8	63,988	4.4	66,811	7.4	71,788	61,751	6.9	65,981	9.0	71,919	4.6	75,202	123,987	4.8	129,969	6.7	138,729	6.0	146,989
February	57,427	8.5	62,325	2.0	63,557			59,224	11.8	66,203	9.1	72,206			116,651	10.2	128,528	5.6	135,762		
March	70,482	5.4	74,308	5.2	78,166			70,252	0.9	70,887	11.2	78,861			140,733	3.2	145,195	8.1	157,027		
April	72,986	3.1	75,219	10.4	83,006			66,146	6.7	70,608	12.9	79,726			139,132	4.8	145,827	11.6	162,732		
May	78,833	9.0	85,964	5.3	90,488			71,858	7.5	77,269	0.7	77,837			150,692	8.3	163,233	3.1	168,325		
Total Year	$868,352	6.6	$925,751	5.9	$980,072			$793,355	4.5	$829,259	8.4	$898,611			$1,661,707	5.6	$1,755,009	7.0	$1,878,683		
Subtotal Jun-Jan	588,624	6.7	627,935	5.9	664,855	7.5	$714,583	525,875	3.5	544,292	8.4	589,982	11.1	$655,695	1,114,499	5.2	1,172,227	7.0	1,254,837	9.2	$1,370,278

NOTES:

(1) Toll rate increases occur each January. Refer to Table 1 for details.

(2) Transactions signficantly increased starting January 2025 due to Open-Road Tolling (ORT) implemented on the Eastern Ticket System.

Table 4

Mainline System - Monthly Transaction and Revenue Trends

Transactions Include Revenue and Non-Revenue Vehicles

Toll Transactions (in 1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26
June	10,458	5.2	10,997	(1.4)	10,846	157.3	27,903	2,334	(2.2)	2,283	(2.8)	2,218	175.8	6,118	12,793	3.8	13,280	(1.6)	13,064	160.4	34,021
July	10,650	2.5	10,913	0.7	10,992	163.1	28,925	2,185	(2.2)	2,137	7.8	2,304	177.1	6,385	12,835	1.7	13,050	1.9	13,296	165.6	35,310
August	10,867	2.7	11,159	(0.2)	11,136	168.0	29,848	2,379	(0.9)	2,359	(0.8)	2,339	164.0	6,175	13,246	2.0	13,517	(0.3)	13,475	167.3	36,023
September	10,261	0.3	10,288	0.4	10,332	154.9	26,331	2,237	(4.4)	2,139	2.6	2,195	180.0	6,147	12,498	(0.6)	12,427	0.8	12,527	159.3	32,477
October	10,623	1.5	10,782	3.8	11,188	149.7	27,940	2,211	3.0	2,278	6.9	2,434	165.6	6,467	12,834	1.8	13,059	4.3	13,622	152.6	34,406
November	9,984	2.1	10,193	0.6	10,258	154.9	26,151	2,083	(0.2)	2,080	(0.4)	2,072	169.6	5,586	12,067	1.7	12,273	0.5	12,330	157.4	31,737
December	9,806	1.6	9,959	3.9	10,344	139.2	24,747	1,987	(3.3)	1,923	4.3	2,006	187.9	5,775	11,793	0.7	11,881	3.9	12,350	147.1	30,522
January	9,085	(4.6)	8,664	131.6	20,069	5.6	21,192	1,965	0.3	1,970	166.0	5,242	4.0	5,452	11,049	(3.8)	10,634	138.0	25,311	5.3	26,644
February	8,586	3.2	8,860	128.6	20,252			1,840	5.2	1,935	171.1	5,245			10,426	3.5	10,795	136.2	25,497		
March	9,837	0.3	9,866	150.5	24,717			2,168	(4.9)	2,062	184.0	5,856			12,005	(0.6)	11,928	156.3	30,573		
April	10,007	2.1	10,214	150.8	25,620			2,056	6.6	2,191	174.1	6,007			12,063	2.8	12,405	154.9	31,627		
May	10,883	0.2	10,904	154.3	27,728			2,288	1.7	2,327	160.2	6,056			13,170	0.5	13,232	155.3	33,784		
Total Year	121,046	1.4	122,800	57.6	193,482			25,733	(0.2)	25,683	71.2	43,975			146,779	1.2	148,483	59.9	237,456		
Subtotal Jun-Jan	81,734	1.5	82,955	14.7	95,164	123.9	213,037	17,381	(1.2)	17,168	21.2	20,811	131.2	48,104	99,115	1.0	100,123	15.8	115,975	125.2	261,141

Toll Revenue (in $1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26
June	$61,561	10.8	$68,213	0.7	$68,701	10.1	$75,637	$59,916	2.7	$61,524	1.9	$62,673	9.9	$68,857	$121,477	6.8	$129,737	1.3	$131,374	10.0	$144,494
July	67,357	2.6	69,078	8.7	75,114	11.6	83,817	57,631	1.1	58,250	13.4	66,058	15.0	75,978	124,988	1.9	127,328	10.9	141,171	13.2	159,796
August	67,533	(2.6)	65,746	16.0	76,236	9.4	83,373	61,836	(1.8)	60,716	10.9	67,318	10.1	74,117	129,369	(2.2)	126,462	13.5	143,554	9.7	157,490
September	60,460	10.5	66,784	0.4	67,045	6.3	71,236	57,574	1.0	58,142	9.9	63,908	23.8	79,121	118,034	5.8	124,926	4.8	130,952	14.8	150,357
October	59,891	5.1	62,919	9.8	69,068	8.1	74,691	57,051	6.8	60,909	12.1	68,249	9.7	74,857	116,941	5.9	123,828	10.9	137,317	8.9	149,548
November	56,911	5.8	60,228	5.8	63,732	9.7	69,912	54,268	1.9	55,300	9.1	60,332	11.2	67,118	111,179	3.9	115,528	7.4	124,063	10.5	137,030
December	54,612	15.8	63,219	0.7	63,684	4.6	66,620	51,699	9.4	56,568	2.9	58,227	18.2	68,799	106,311	12.7	119,787	1.8	121,912	11.1	135,419
January	50,149	3.0	51,656	6.1	54,831	6.8	58,558	53,183	7.0	56,890	11.6	63,479	3.9	65,933	103,331	5.0	108,546	9.0	118,310	5.2	124,491
February	45,943	8.6	49,890	1.2	50,477			51,084	11.8	57,111	11.1	63,433			97,027	10.3	107,001	6.5	113,910		
March	56,814	5.2	59,791	5.2	62,908			60,613	1.0	61,215	13.2	69,299			117,427	3.0	121,005	9.3	132,207		
April	58,847	2.8	60,499	11.9	67,697			57,046	6.4	60,672	15.2	69,870			115,892	4.6	121,171	13.5	137,568		
May	63,650	9.4	69,609	5.5	73,437			61,657	8.0	66,614	1.7	67,770			125,307	8.7	136,222	3.7	141,208		
Total Year	$703,728	6.2	$747,630	6.1	$792,931			$683,556	4.4	$713,910	9.3	$780,616			$1,387,284	5.4	$1,461,541	7.7	$1,573,546		
Subtotal Jun-Jan	478,474	6.1	507,842	6.0	538,412	8.4	$583,844	453,156	3.3	468,299	9.0	510,243	12.6	$574,781	931,630	4.8	976,141	7.4	1,048,654	10.5	$1,158,624

NOTES:

(1) Toll rate increases occur each January. Refer to Table 1 for details.

(2) Mainline System includes I-76/I-276 (East-West Mainline), and I-476 (Northeast Extension). Starting January 2025, concurrent with ORT Phase 1, Northeast barriers (Clarks Summit and Keyser Avenue) were moved to the Mainline System.

(3) Transactions signficantly increased starting January 2025 due to Open-Road Tolling (ORT) implemented on the Eastern Ticket System.

Table 5

Combined Barrier Facilities - Monthly Transaction and Revenue Trends

Transactions Include Revenue and Non-Revenue Vehicles

Toll Transactions (in 1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26
June	4,207	7.7	4,532	(0.8)	4,496	(5.1)	4,265	905	3.2	934	(6.7)	871	(16.5)	727	5,112	6.9	5,466	(1.8)	5,367	(7.0)	4,992
July	4,470	4.9	4,689	0.2	4,697	(5.6)	4,433	863	0.3	865	7.3	928	(18.0)	761	5,332	4.2	5,554	1.3	5,625	(7.7)	5,195
August	4,560	4.1	4,749	0.7	4,785	(6.8)	4,461	944	1.0	953	(2.1)	933	(19.8)	748	5,504	3.6	5,702	0.3	5,718	(8.9)	5,208
September	4,278	1.9	4,359	(1.1)	4,310	(5.6)	4,068	896	(4.2)	858	0.9	866	(14.5)	741	5,174	0.8	5,217	(0.8)	5,177	(7.1)	4,809
October	4,378	1.9	4,461	2.3	4,564	(6.0)	4,290	889	1.3	901	5.6	951	(16.8)	792	5,268	1.8	5,362	2.8	5,515	(7.9)	5,081
November	4,024	2.6	4,127	(0.4)	4,112	(5.5)	3,884	827	(1.4)	815	(0.1)	814	(14.6)	695	4,851	1.9	4,943	(0.3)	4,926	(7.0)	4,580
December	3,924	1.4	3,980	3.6	4,124	(8.9)	3,756	768	(2.5)	749	2.6	769	(11.5)	681	4,692	0.8	4,729	3.5	4,893	(9.3)	4,437
January	3,562	(3.7)	3,428	(4.4)	3,276	(1.0)	3,244	758	0.9	765	(18.2)	626	1.6	636	4,320	(2.9)	4,193	(6.9)	3,902	(0.6)	3,879
February	3,400	3.0	3,501	(10.2)	3,143			716	6.2	760	(23.6)	581			4,116	3.5	4,262	(12.6)	3,724		
March	3,960	0.0	3,960	(4.4)	3,788			844	(5.0)	802	(16.7)	669			4,804	(0.9)	4,763	(6.4)	4,456		
April	4,086	1.6	4,153	(5.2)	3,936			818	6.6	872	(17.9)	716			4,904	2.5	5,025	(7.4)	4,652		
May	4,460	0.7	4,490	(4.4)	4,293			937	(1.1)	927	(20.5)	737			5,397	0.4	5,417	(7.1)	5,030		
Total Year	49,309	2.3	50,430	(1.8)	49,523			10,165	0.4	10,202	(7.3)	9,461			59,474	1.9	60,632	(2.7)	58,984		
Subtotal Jun-Jan	33,403	2.8	34,326	0.1	34,363	(5.7)	32,401	6,850	(0.1)	6,841	(1.2)	6,759	(14.5)	5,780	40,253	2.3	41,166	(0.1)	41,122	(7.2)	38,181

Toll Revenue (in $1,000s)

	Passenger Cars							Commercial Vehicles							Total Vehicles						
Month	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26	2022-23	% Chg	2023-24	% Chg	2024-25	% Chg	2025-26
June	$13,826	13.1	$15,644	5.3	$16,469	7.5	$17,699	$9,504	6.0	$10,075	(0.6)	$10,017	0.8	$10,099	$23,330	10.2	$25,718	3.0	$26,486	5.0	$27,798
July	15,191	7.2	16,292	8.9	17,743	2.5	18,190	9,142	2.9	9,404	12.9	10,618	0.2	10,640	24,333	5.6	25,696	10.4	28,360	1.7	28,831
August	14,872	5.0	15,618	13.2	17,679	3.4	18,276	9,803	1.3	9,932	8.4	10,770	(3.7)	10,372	24,674	3.5	25,549	11.3	28,448	0.7	28,648
September	13,988	12.7	15,758	2.8	16,205	(0.4)	16,142	9,357	2.1	9,550	7.1	10,228	3.6	10,595	23,345	8.4	25,308	4.4	26,433	1.2	26,738
October	14,332	7.2	15,367	6.0	16,282	2.8	16,737	9,291	7.6	9,997	9.0	10,895	(0.9)	10,797	23,623	7.4	25,364	7.2	27,178	1.3	27,534
November	13,120	8.0	14,176	5.8	14,992	4.4	15,658	8,807	2.8	9,052	5.4	9,539	0.3	9,572	21,927	5.9	23,229	5.6	24,531	2.8	25,230
December	12,733	17.1	14,906	1.3	15,094	(1.9)	14,807	8,247	7.8	8,893	3.8	9,233	3.6	9,569	20,980	13.4	23,799	2.2	24,327	0.2	24,377
January	12,088	2.0	12,332	(2.9)	11,980	10.4	13,230	8,568	6.1	9,091	(7.2)	8,439	9.8	9,269	20,656	3.7	21,423	(4.7)	20,419	10.2	22,499
February	11,483	8.3	12,435	5.2	13,080			8,141	11.7	9,092	(3.5)	8,773			19,624	9.7	21,527	1.5	21,852		
March	13,668	6.2	14,517	5.1	15,258			9,639	0.3	9,673	(1.1)	9,562			23,307	3.8	24,190	2.6	24,820		
April	14,139	4.1	14,720	4.0	15,309			9,101	9.2	9,936	(0.8)	9,856			23,240	6.1	24,656	2.1	25,164		
May	15,183	7.7	16,355	4.3	17,051			10,201	4.5	10,655	(5.5)	10,066			25,384	6.4	27,010	0.4	27,117		
Total Year	$164,624	8.2	$178,120	5.1	$187,141			$109,800	5.1	$115,349	2.3	$117,995			$274,423	6.9	$293,469	4.0	$305,136		
Subtotal Jun-Jan	110,151	9.0	120,093	5.3	126,444	3.4	$130,740	72,718	4.5	75,993	4.9	79,739	1.5	$80,914	182,869	7.2	196,086	5.1	206,182	2.7	$211,654

NOTES:

(1) Toll rate increases occur each January. Refer to Table 1 for details.

(2) Barrier System includes Mon/Fayette Expressway (PA 43), Amos K. Hutchinson Bypass (PA 66), Northeast barriers (Clarks Summit and Keyser Avenue), Beaver Valley Expressway (I-376), Southern Beltway (PA 576), Delaware River Bridge (New Jersey border), and Gateway Toll Plaza (Ohio border).

(3) Starting January 2025, concurrent with ORT Phase 1, Northeast barriers (Clarks Summit and Keyser Avenue) were moved to the Mainline System.

Committed Roadway Improvements

Table 6 lists major capacity-enhancing roadway improvements with dedicated funding on the Pennsylvania Turnpike System. The locations of these projects are illustrated in **Figure 3**. 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 I-76/I-276 Mainline, this includes work throughout the Pittsburgh, Somerset, and Philadelphia areas. Two new projects have been funded since the 2025 Bring Down Letter: the reconstruction and widening of Mainline miles 149-155 and a 0.8-mile extension of the Mon/Fayette Expressway from PA 2043 to PA 2045. Other projects have been removed from the list due to either completion or reallocation of funding. Furthermore, some dates and mileposts were updated to reflect the latest information available from PTC. Table 6 has been updated to reflect these changes.

Of the projects listed in Table 6, CDM Smith has adjusted the forecast to account for additional transactions and revenue from the construction of the MFE extension and opening of a new interchange with Lafayette Street.

The MFE extension is scheduled to open in November 2026. In estimating transaction and revenue impacts of this project, CDM Smith assumed both that the extension would have the same per-mile rate as the rest of MFE and that there would be a two-year ramp-up period after opening to reach its regular utilization level by drivers. With these assumptions in place, the estimated impacts of this extension in 2029 (the first year after ramp-up) are an additional 3.7 million transactions and $3.9 million in revenue. These represent systemwide impacts of 0.8 percent on transactions and 0.2 percent on revenue.

The Lafayette Street interchange is expected to open in January 2033 and, like the MFE extension, is assumed to have a two-year ramp-up period. Estimated transaction and revenue impacts of this interchange were developed as part of CDM Smith's ongoing systemwide interchange study and incorporated into this forecast. These estimated impacts are 23.3 million transactions and $43.9 million in revenue in 2035 (first year after ramp-up), which represent systemwide impacts of 3.5 percent on transactions and 1.5 percent on revenue.

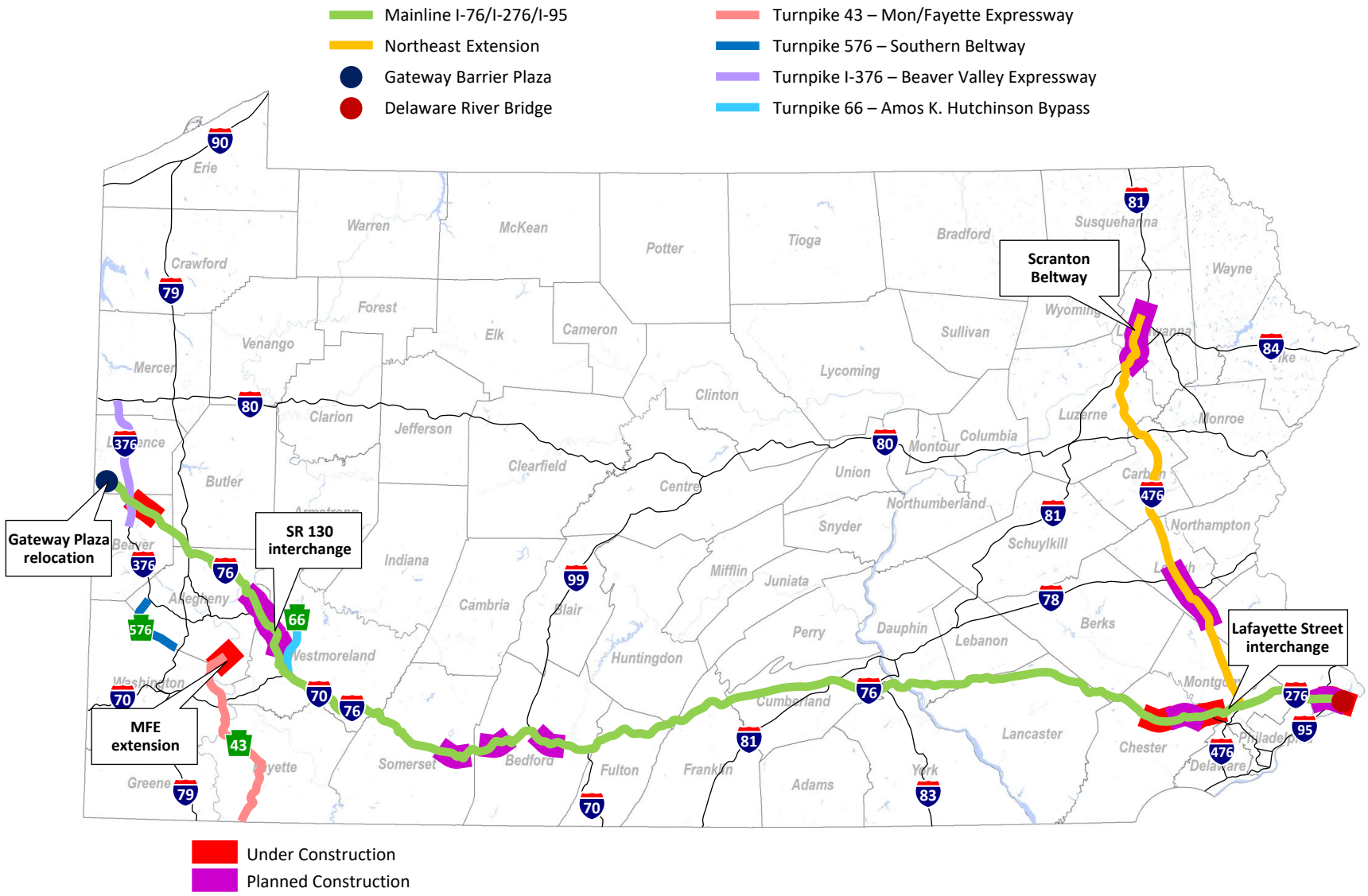
For purposes of conservatism, all other projects listed in Table 6 are assumed to have no net effect on Turnpike revenue figures at this time.

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.

Table 6
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	2025	2026
12-14	Beaver	Replacement of bridge over Beaver River and widen to 3 lanes in each direction	December 2022	2027
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	2032	Fall 2035
62-67	Allegheny and Westmoreland	Reconstruct and widen to 3 lanes in each direction	2029	2032
63	Westmoreland	Construct a new cashless tolling interchange at SR 130	2035	2038
121-125	Somerset	Construct new stretch of mainline roadway to realign Turnpike around existing Allegheny Mountain Tunnel	2033	2036
131-134	Bedford	Reconstruct and widen to 3 lanes in each direction	2028	2031
149-155	Bedford	Reconstruct and widen to 3 lanes in each direction	2030	2033
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	2031	2034
320-324	Chester	Reconstruct and widen to 3 lanes in each direction	January 2026	2031
331	Montgomery	Construct a new cashless tolling interchange at Lafayette Street	2030	2033
350-352	Bucks	Reconstruct and widen to 3 lanes in each direction	2030	2036
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
0-291		Convert from entry-exit tolling to segment-based (open road) tolling	2025	2027
Northeast Extension I-476				
A43-A44	Bucks	Reconstruct and widen to 3 lanes in each direction	2030	2033
A44-A48	Bucks and Lehigh	Reconstruct and widen to 3 lanes in each direction	2033	2036
A48-A53	Lehigh	Reconstruct and widen to 3 lanes in each direction	2036	2039
A53-A57	Lehigh	Reconstruct and widen to 3 lanes in each direction	2033	2036
A110	Luzerne	Widen/redeck Mainline NB-647	2031	2033
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	November 2026
PA 2043 to PA 2045	Allegheny	Construct an extension of the existing Turnpike 43 including one new interchange	2026	2029

(1) The major committed roadway improvement projects listed here are a small subset of all projects listed in PTC's FY 2026 Ten-Year Capital Plan.



PENNSYLVANIA TURNPIKE COMMISSION (PTC)
MAJOR ROADWAY IMPROVEMENT PROJECTS

FIGURE 3

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 7** presents the annual actual and planned percent increases in toll rates for each calendar year from 2025 through 2056.

Rate increase assumptions are unchanged since the 2025 Bring Down Letter. Toll adjustment assumptions for the years 2027 and beyond are proposed and have not yet been formally approved by the Board of Commissioners.

Table 7
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
2025 (2)	5.0	1.00	2.50	10.00
2026 (2)	4.0	1.04	2.60	10.40
2027	3.5	1.08	2.69	10.76
2028	3.0	1.11	2.77	11.08
2029	3.0	1.14	2.85	11.41
2030	3.0	1.17	2.94	11.75
2031	3.0	1.21	3.03	12.10
2032	3.0	1.25	3.12	12.46
2033	3.0	1.29	3.21	12.83
2034	3.0	1.33	3.31	13.21
2035	3.0	1.37	3.41	13.61
2036	3.0	1.41	3.51	14.02
2037	3.0	1.45	3.62	14.44
2038	3.0	1.49	3.73	14.87
2039	3.0	1.53	3.84	15.32
2040	3.0	1.58	3.96	15.78
2041	3.0	1.63	4.08	16.25
2042	3.0	1.68	4.20	16.74
2043	3.0	1.73	4.33	17.24
2044	3.0	1.78	4.46	17.76
2045	3.0	1.83	4.59	18.29
2046	3.0	1.88	4.73	18.84
2047	3.0	1.94	4.87	19.41
2048	3.0	2.00	5.02	19.99
2049	3.0	2.06	5.17	20.59
2050	3.0	2.12	5.33	21.21
2051	3.0	2.18	5.49	21.85
2052	3.0	2.25	5.65	22.51
2053	3.0	2.32	5.82	23.19
2054	3.0	2.39	5.99	23.89
2055	3.0	2.46	6.17	24.61
2056	3.0	2.53	6.36	25.35

(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.

Actual and Assumed E-ZPass Penetration Rates

E-ZPass penetration rate refers to 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 2015, the share of E-ZPass transactions has increased notably, as illustrated in **Figure 4**, 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. 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 before falling 1.0 percent in 2025. This slight decline of E-ZPass usage is likely related to ORT Phase 1 implementation and related data reporting changes.

These trends can also be seen in **Figure 5**, which not only includes historical E-ZPass transaction rates, but also forecast rates through 2030. As in Figure 4, 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 87.8 percent of all 2025 transactions belonging to E-ZPass account holders. This percentage is expected to remain stable in the coming years, rising to 88.4 percent in 2026 before falling to 88.1 percent in 2027 due to systemwide ORT implementation. Very incremental growth is expected through 2034, after which point E-ZPass penetration is expected to plateau at 88.5 percent for the remainder of the forecast period.

Table 8 presents the actual and assumed annual total E-ZPass penetration rates from calendar years 2025 through 2056. The first three columns show the E-ZPass assumptions for the 2026 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 2025 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 1.2 percent and 4.4 percent lower, respectively, than expected in the 2025 Bring Down Letter. Therefore, assumed E-ZPass market shares throughout the forecast period are now 0.9 to 1.5 percent lower for PCs and 2.6 to 3.6 lower for CVs than those assumed in the 2025 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 1.3 and 1.6 percent annually as compared to the 2025 Bring Down Letter.

Figure 4
Historical E-ZPass Transactions, Total Vehicles, Total Turnpike System

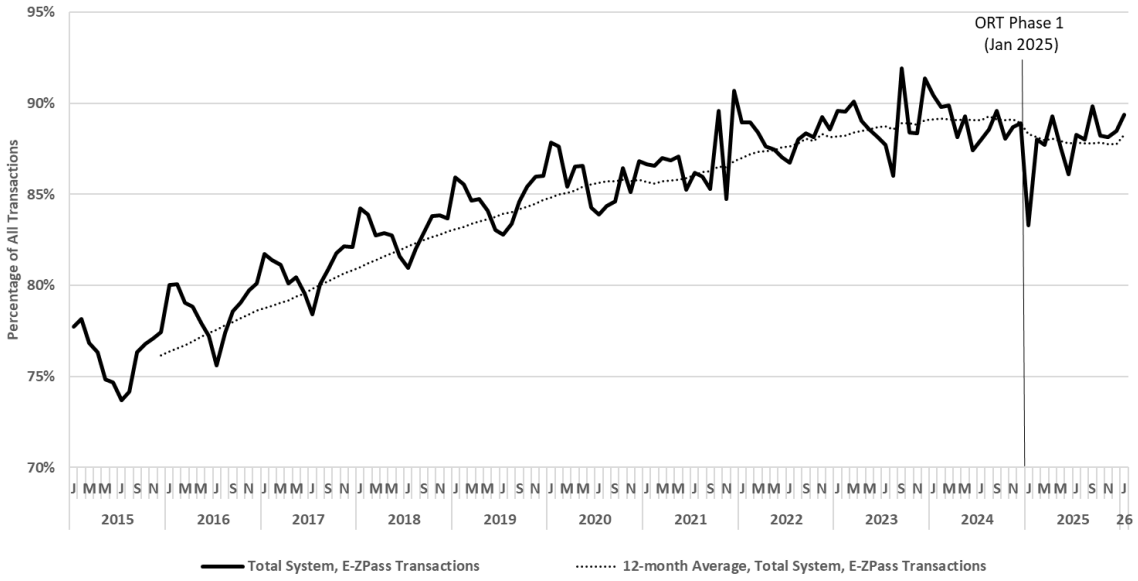


Figure 5
Historical and Forecast Market Shares of Total System-wide Transactions

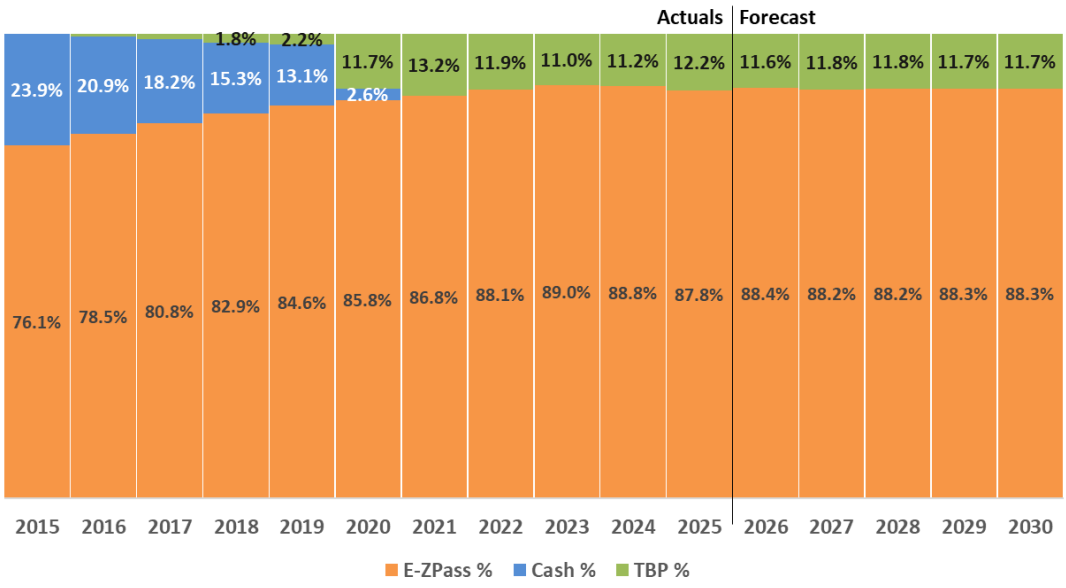


Table 8
Actual and Assumed Percent E-ZPass Penetration
Pennsylvania Turnpike System

Calendar Year	E-ZPass Penetration Rates: 2026 Bring Down Letter Cars	Trucks	Total	Difference from 2025 Bring Down Letter Cars	Trucks	Total
2025 (1)	87.7	88.6	87.8	-1.2	-4.4	-1.7
2026	88.2	89.6	88.4	-0.9	-3.6	-1.3
2027	87.5	90.4	88.1	-1.5	-2.9	-1.6
2028	87.6	90.5	88.2	-1.5	-2.8	-1.6
2029	87.6	90.6	88.3	-1.5	-2.7	-1.6
2030	87.7	90.6	88.3	-1.5	-2.7	-1.5
2031	87.7	90.6	88.3	-1.5	-2.7	-1.5
2032	87.7	90.5	88.3	-1.5	-2.7	-1.6
2033	87.8	90.6	88.4	-1.3	-2.6	-1.4
2034	87.9	90.6	88.5	-1.3	-2.6	-1.4
2035	87.9	90.6	88.5	-1.3	-2.6	-1.4
2036	87.9	90.6	88.5	-1.3	-2.6	-1.4
2037	87.9	90.6	88.5	-1.3	-2.6	-1.4
2038	87.9	90.6	88.5	-1.3	-2.6	-1.4
2039	87.9	90.6	88.5	-1.3	-2.6	-1.4
2040	87.9	90.6	88.5	-1.3	-2.6	-1.4
2041	87.9	90.6	88.5	-1.3	-2.6	-1.4
2042	87.9	90.6	88.5	-1.3	-2.6	-1.4
2043	87.9	90.6	88.5	-1.3	-2.6	-1.4
2044	87.9	90.6	88.5	-1.3	-2.7	-1.4
2045	87.9	90.6	88.5	-1.3	-2.7	-1.4
2046	87.9	90.6	88.5	-1.3	-2.7	-1.4
2047	87.9	90.6	88.5	-1.3	-2.7	-1.4
2048	87.9	90.6	88.5	-1.3	-2.7	-1.4
2049	87.9	90.6	88.5	-1.3	-2.7	-1.4
2050	87.9	90.6	88.5	-1.3	-2.7	-1.4
2051	87.8	90.6	88.5	-1.3	-2.7	-1.4
2052	87.9	90.6	88.5	-1.3	-2.7	-1.4
2053	87.8	90.6	88.5	-1.3	-2.7	-1.4
2054	87.8	90.6	88.5	-1.3	-2.7	-1.5
2055	87.8	90.6	88.5	-	-	-

(1) 2025 E-ZPass penetration rates are actual.

Econometric Forecasting Update

In the 2023 IG Study, historical and forecast socioeconomic data (SED) were collected and evaluated to understand state and regional trends. An econometric analysis was performed to estimate annualized long-term baseline travel demand growth on the Pennsylvania Turnpike system using the evaluated SEDs as explanatory variables (among other explanatory variables). Those econometrically-derived demand growth rates were utilized to estimate long-term (2028 onwards) transaction growth on PTC's facilities.

In this 2026 Bring Down Letter, CDM Smith re-estimated long-term growth rates using the latest socioeconomic forecasts for explanatory variables. As typical for Bring Down studies, the underlying econometric equations were unchanged from the 2023 IG Study. As such, the resultant newly estimated baseline demand forecasts change in relative proportion to SED forecast revisions.

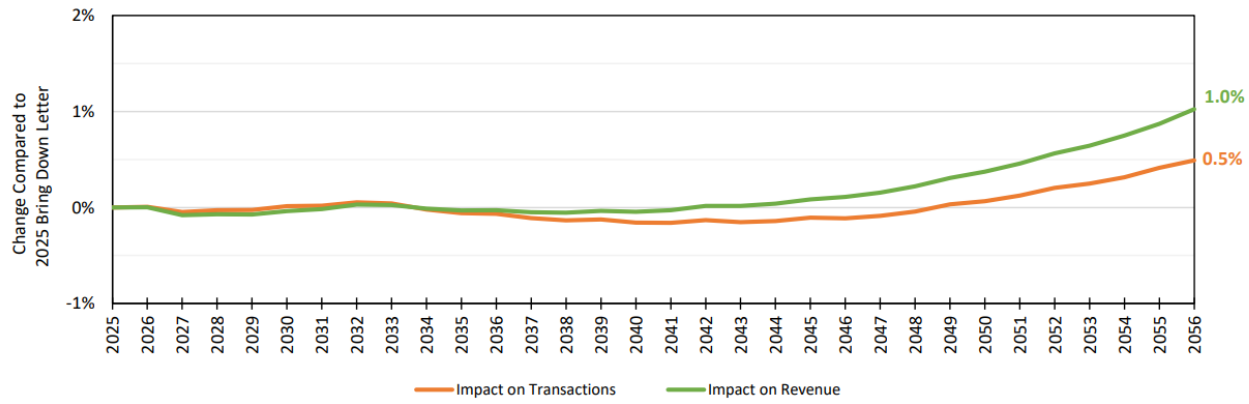
CDM Smith compiled and reviewed the latest real gross regional product (GRP, in 2017$), real retail sales, and population forecast data from Woods & Poole Economics, Inc. (W&P25)[1] compared to those applied in the 2025 Bring Down Letter and prior. CDM Smith also reviewed Moody's January 2026 GSP forecast for Pennsylvania against the projection available at the time of the 2025 Bring Down Letter.

Comparing W&P25 to previously available W&P24 SED forecast series, regional GRP and Pennsylvania's GSP growth from 2024 to 2056 (the outer forecast year) decelerated slightly or was effectively unchanged (depending on county/region). Moody's latest Pennsylvania GSP forecast reflects a positive revision compared to the forecast used in the 2025 Bring Down Letter and aligns more closely with the W&P forecast in terms of long-term percentage growth.

Figure 6 shows the effect of utilizing the latest socioeconomic forecasts on CDM Smith's forecasts of PTC's transactions and revenue. Compared to the 2025 Bring Down Letter, updating the socioeconomic forecasts causes an insignificant impact to transactions and revenue until about 2045, followed by a slightly positive impact thereafter. By 2056, the outer year of the forecast, the transactions forecast is 0.5 percent higher and revenue forecast is 1.0 percent higher due to the update to socioeconomic inputs.

[1] Woods & Poole Economics, Inc. Washington, D.C. Copyright 2025. Woods & Poole does not guarantee the accuracy of this data. The use of this data and the conclusion drawn from it are solely the responsibility of CDM Smith.

Figure 6
Impact on Transactions and Revenue Due to Econometric Forecast Updates



Transactions and Revenue Growth Explanatory Factors

Toll rate increases and econometric growth forecasting were discussed previously regarding their impacts on traffic and toll revenue on the PTC system. Additional variables that can be used to help guide forecasts and explain differences between forecast and actual data include gross domestic product (GDP) and gross state product (GSP), motor fuel prices, and consumer confidence. These are discussed in the following sections.

U.S. GROSS DOMESTIC PRODUCT AND PENNSYLVANIA GROSS STATE PRODUCT (GSP)

This section presents a comparison of the GDP and Pennsylvania gross state product (GSP) information available for the 2026 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 2025 percent change would reflect the third quarter of 2025 versus the third quarter of 2024.

Figure 7 shows actual and estimated GDP at the time of the 2025 Bring Down Letter as well as Moody's Analytics' GDP forecast as of January 2026. At the time of the 2025 Bring Down Letter, the most recent actual GDP figure available was for quarter three (Q3) of 2024.

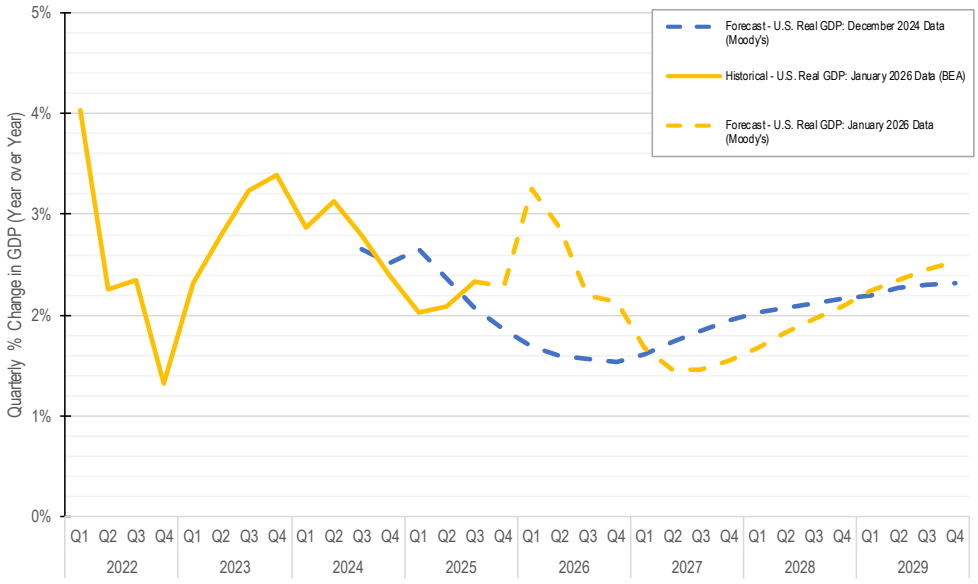
Since then, actual GDP growth figures have been released for the last quarter of 2024 and the first three quarters of 2025. For the first three of these quarters (2024 Q4 to 2025 Q2) actual GDP growth was less than the forecast GDP for those periods, with the most significant underperformance of 0.7 percent occurring in 2025 Q2. However, GDP growth was stronger than

expected in the third quarter, with 2.3 percent growth as opposed to the 2.1 percent growth that was estimated.

Accordingly, GDP growth in 2026 is now expected to be higher than previously forecast as the unrealized growth from 2025 is delayed. However, growth in 2027 and the first half of 2028 is now expected to be lower than previously predicted. Longer term, in the latest January 2026 forecast, year-over-year GDP is expected to accelerate through 2028 and 2029, holding steady or increasing each quarter from 1.7 percent in 2028 Q1 to 2.5 percent in 2029 Q4. When combining revised historical GDP figures, the actual growth that has occurred since the prior forecast, and these updated growth projections, actual U.S. GDP at the end of 2029 is projected to be $26.2 trillion, about 0.9 percent higher than in the prior forecast.

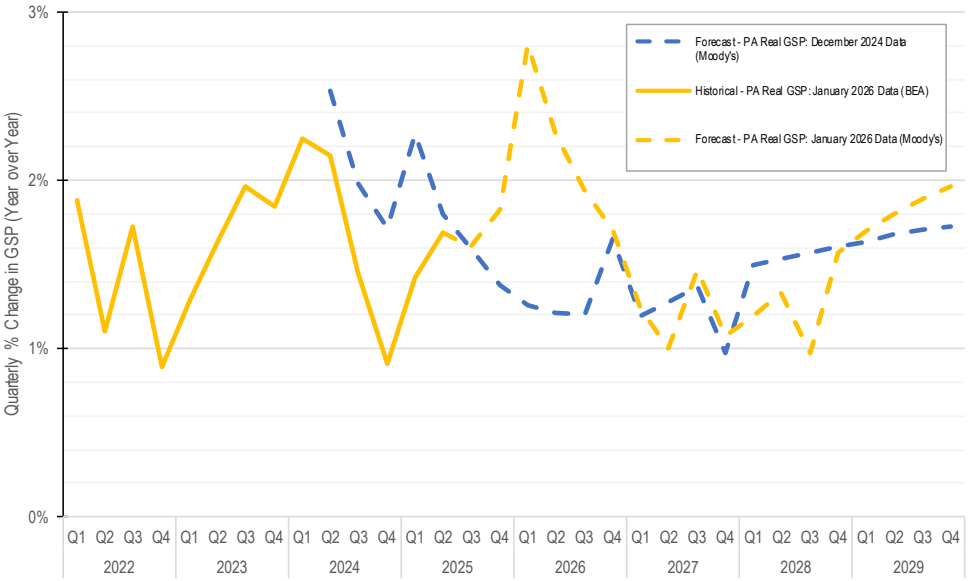
Figure 8 shows Pennsylvania's historic and forecast GSP. Because GSP data lags GDP data, GSP is actual through only 2025 Q2; at the time of the 2025 Bring Down Letter, GSP was actual through 2024 Q2. Actual GSP growth was weaker than forecast in each of the four quarters for which actual data is now available. Similar to GDP, year-over-year GSP growth in 2026 is projected to be stronger than previously forecast as unrealized growth from 2025 is delayed into 2026. Growth is forecast to peak at 2.8 percent in 2026 Q1 and then decelerate each quarter to 1.0 percent in 2027 Q2. GSP is then forecast to fluctuate between 1.0 and 2.0 percent throughout the remainder of 2027 and in 2028 and 2029. When combining revised historical GSP figures, the actual growth that has occurred since the prior forecast, and these updated growth projections, actual Pennsylvania GSP at the end of 2029 is projected to be $877.1 billion, about 0.9 percent lower than in the prior forecast.

Figure 7
Comparison of December 2024 to January 2026 Quarterly Growth Estimates of U.S. Gross Domestic Product



Sources: Historical estimates are from the BEA, and the forecasts are from Moody's Analytics (December 2024 and January 2026 Releases)

Figure 8
Comparison of December 2024 and January 2026 Quarterly Growth Estimates of Pennsylvania Gross State Product



Sources: Historical estimates are from the BEA, and the forecasts are from Moody's Analytics (December 2024 and January 2026 Releases)

MOTOR FUEL PRICES

Figure 9 portrays historical gasoline and diesel per-gallon prices for the Central Atlantic region from January 2021 through March 2026. 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 9 also shows the monthly gasoline price forecast through the end of 2027.

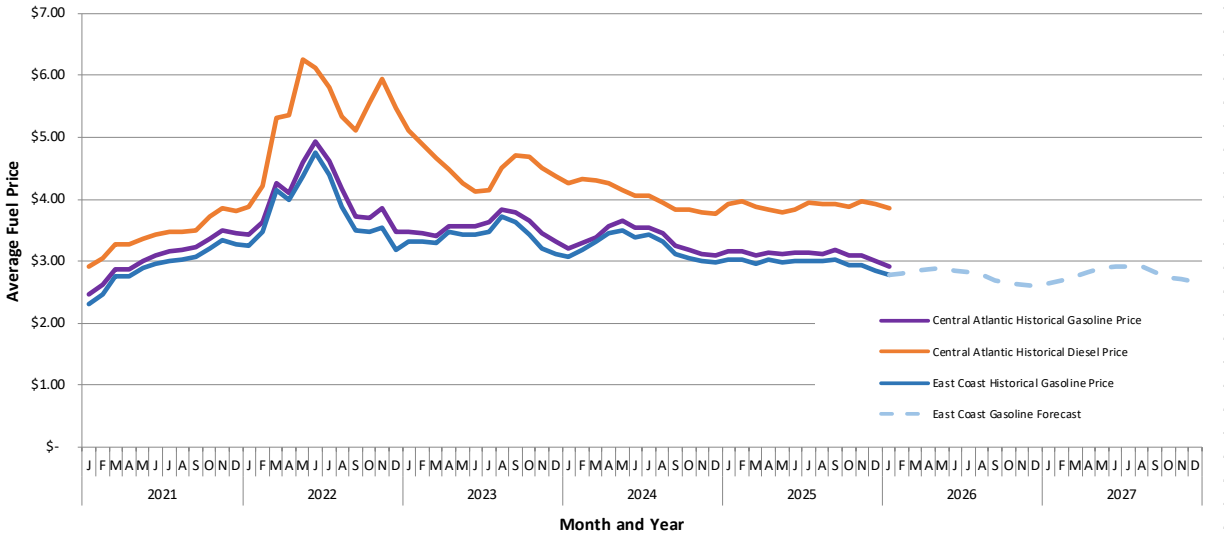
As shown, in March 2020, fuel prices steadily increased through most of 2021 before stabilizing at the end of year and into early 2022. In February 2022, geopolitical tensions surrounding Russia's invasion of Ukraine contributed to a sharp rise in fuel prices, and prices soared to a peak of $4.92 for 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 throughout the second half of 2023 and through 2024 and 2025, while declining gradually over that period. 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, nearly continuously declined through 2024, and remained stable throughout 2025.

In January 2026 the per-gallon prices of gasoline ($2.90) and diesel ($3.86) were at or near their lowest point since 2021. Although prices rose significantly in March and April due to the closure of the Strait of Hormuz, the transactions and revenue forecast represents conditions through the end of February and therefore does not reflect the volatility in prices over the last two months.

Accordingly, the EIA fuel price forecast that is incorporated into CDM Smith's transactions and revenue forecast is from February and also does not account for recent fuel price volatility. 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 blue line in Figure 9, as of February the EIA had forecast gasoline prices to remain fairly steady at between $2.91 and $3.21 per gallon through the remainder of 2026 and 2027. Based on historical trends, Central Atlantic prices can be expected to follow the same pattern, but at slightly higher prices.

Through January 2026, per-gallon gasoline prices since the 2025 Bring Down Letter were generally between 10 and 30 cents lower than forecast by EIA in March 2025. EIA's January forecast has a larger difference in the forecast prices through the end of 2026, which were expected to be up to 41 cents lower than forecast in March 2025 (A 2027 forecast was not available at the time of the 2025 Bring Down Letter.) Although these gasoline prices are lower than those assumed in the 2025 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 9
Historical and Forecast Regional Fuel Prices ($ per Gallon)



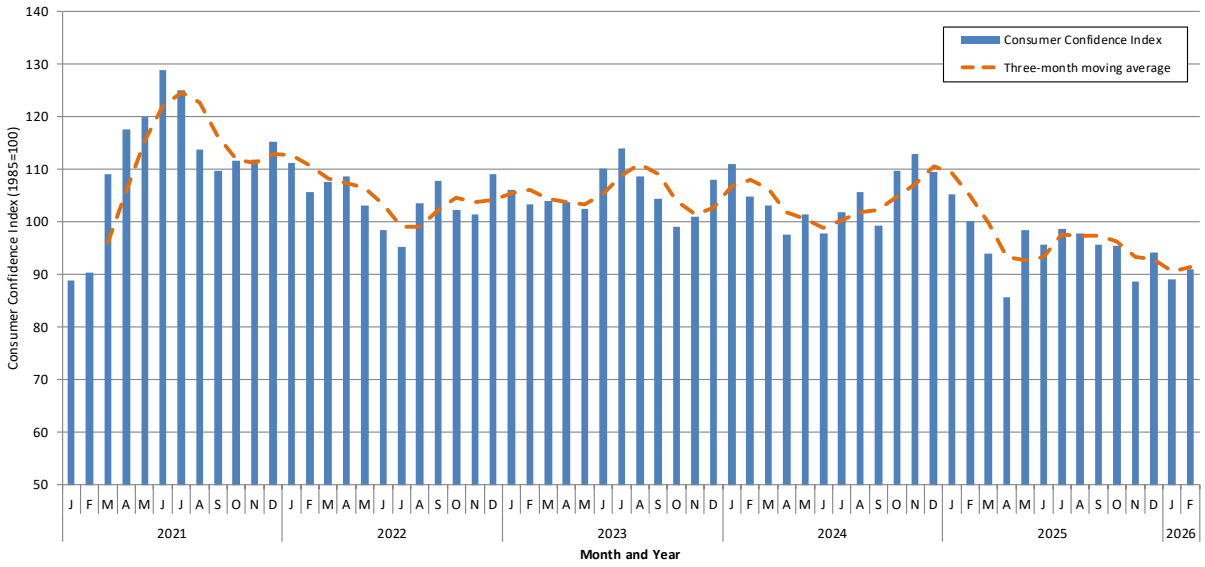
Source: U.S. Energy Information Administration, release dates 4/21/2026 (historical) and 2/10/2026 (forecast).
Note: Retail Prices in USD for Regular All Formulations Retail Gasoline and Number 2 Diesel.
Central Atlantic states include Delaware, District of Columbia, Maryland, New Jersey, New York, and Pennsylvania.
East Coast states include Central Atlantic and New England states, Florida, Georgia, North Carolina, South Carolina, Virginia, and West Virginia.

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 10** shows the Conference Board Consumer Confidence Index for the period between January 2021 and February 2026. Individual blue bars show index values for each month while the dotted line shows the three-month moving average.

Consumer confidence was low entering 2021 due to the COVID-19 pandemic. As the nationwide vaccination campaign began in early 2021 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 stabilized between 97.5 and 114.0 from the second half of 2022 through early 2025, rising and falling due to factors such as food prices, fuel prices, inflation, and probability of a recession. However, consumer confidence over the last 12 months, from March 2025 through February 2026, has remained at 98.7 or below, with the most recent score at 91.0.

Figure 10
Conference Board Consumer Confidence Index



Source: The Conference Board, release date 3/31/2026.

Actual Versus Estimated Traffic and Toll Revenue

Table 9 provides a comparison of actual traffic and toll revenue versus estimated traffic and toll revenue from CDM Smith's 2025 Bring Down Letter. The analysis period in this table is from January 2025 through January 2026. This 13-month period corresponds to the period for which actual data currently exist but was estimated at the time of the 2025 Bring Down Letter.

For the 13-month period shown in Table 9, total system transactions and revenue for PCs were 1.9 percent and 1.0 percent less than estimated, respectively. CV transactions and revenue exceeded estimates by 6.7 percent and 9.3 percent, respectively. For all vehicles, actual transactions were 0.4 percent below estimates, while gross toll revenue overperformed estimates by 3.8 percent.

Table 9 also includes a comparison of actual traffic and toll revenue versus estimated traffic and toll revenue from CDM Smith's 2025 Bring Down Letter for each individual Turnpike toll facility. Total transactions and revenue for the Mainline System were 0.7 percent lower and 4.1 percent higher than estimated, respectively. Total actual toll transactions and revenue for combined barrier facilities exceeded CDM Smith estimates by 1.4 percent and 2.0 percent, respectively.

Table 9
Comparison of Estimated and Actual Traffic Volumes and Gross Toll Revenue
From January 2025 Through January 2026 (1)
Pennsylvania Turnpike System

	Total Traffic (in Thousands)			Total Gross Toll Revenue (in Thousands)		
Facility	Estimated	Actual	Percent Difference between Actual and Estimated	Estimated	Actual	Percent Difference between Actual and Estimated
			Passenger Cars			
Ticket System	47,582	47,186	(0.8)	$358,899	$375,349	4.6
Open Road Tolling	291,817	284,237	(2.6)	547,668	517,845	(5.4)
Turnpike Mainline Subtotal	339,400	331,423	(2.4)	$906,567	$893,194	(1.5)
Gateway	3,476	3,657	5.2	31,591	33,265	5.3
Delaware River Bridge	10,481	10,413	(0.6)	81,641	81,277	(0.4)
Turnpike 43	13,462	13,579	0.9	34,752	35,021	0.8
Turnpike 66	7,095	7,245	2.1	19,859	20,516	3.3
Turnpike I-376	7,348	7,189	(2.2)	17,675	17,456	(1.2)
Turnpike 576	8,464	8,753	3.4	15,316	15,882	3.7
Barrier Subtotal	50,326	50,837	1.0	$200,835	$203,417	1.3
Total System	389,726	382,260	(1.9)	$1,107,402	$1,096,611	(1.0)
			Commercial Vehicles			
Ticket System	12,659	13,703	8.2	$489,714	$570,094	16.4
Open Road Tolling	58,803	62,807	6.8	334,348	338,538	1.3
Turnpike Mainline Subtotal	71,462	76,510	7.1	$824,062	$908,632	10.3
Gateway	1,270	1,310	3.2	35,888	37,344	4.1
Delaware River Bridge	2,035	2,027	(0.4)	51,996	52,076	0.2
Turnpike 43	1,121	1,275	13.7	7,741	8,633	11.5
Turnpike 66	963	992	3.0	8,634	9,147	5.9
Turnpike I-376	1,344	1,358	1.0	9,534	9,856	3.4
Turnpike 576	2,036	2,147	5.5	9,987	10,554	5.7
Barrier Subtotal	8,769	9,109	3.9	$123,781	$127,610	3.1
Total System	80,231	85,618	6.7	$947,843	$1,036,243	9.3
			Total Vehicles			
Ticket System	60,241	60,889	1.1	$848,613	$945,443	11.4
Open Road Tolling	350,621	347,044	(1.0)	882,017	856,384	(2.9)
Turnpike Mainline Subtotal	410,862	407,933	(0.7)	$1,730,630	$1,801,826	4.1
Gateway	4,746	4,966	4.6	67,479	70,609	4.6
Delaware River Bridge	12,516	12,440	(0.6)	133,637	133,353	(0.2)
Turnpike 43	14,583	14,854	1.9	42,494	43,654	2.7
Turnpike 66	8,058	8,237	2.2	28,493	29,663	4.1
Turnpike I-376	8,693	8,547	(1.7)	27,209	27,312	0.4
Turnpike 576	10,500	10,901	3.8	25,303	26,436	4.5
Barrier Subtotal	59,095	59,945	1.4	$324,616	$331,027	2.0
Total System	469,957	467,878	(0.4)	$2,055,245	$2,132,854	3.8

(1) These 13 months correspond to the period for which actual data exists, but was estimated at the time of CDM Smith's 2025 Bring Down Letter.

Estimated Traffic and Gross Toll Revenue

Updated traffic and gross toll revenue estimates were developed through FY 2055-56 incorporating the following changes into the forecast. All these changes were described in previous sections.

- Conversion of the western and central portions of the Mainline Turnpike from a trip-based system to a segment-based system as part of ORT Phase 2 conversion on January 3, 2027
- Actual traffic and revenue experience through January 2026 (Tables 3-5)
- Revised estimates of E-ZPass penetration rates (Table 8)
- Utilized updated forecasts for long-term GDP and GSP growth (Figure 6)
- Opening of an extension of the Mon-Fayette Expressway in November 2026
- Opening of a new interchange on the Turnpike Mainline at Lafayette Street in Montgomery County in January 2033

Other assumptions remain unchanged from the 2025 Bring Down Letter:

- Future toll rate increases assumptions (Table 7)
- No forecast adjustments are made based on the most recent forecast fuel prices (Figure 9)

Tables 10, 11, and **12** show the estimated total transactions and toll revenue through FY 2055-56 for all vehicle classes, PCs, and CVs, 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 and ORT System. Prior to ORT Phase 1 conversion, the Ticket System referred to the Turnpike between the Warrendale Toll Plaza and Neshaminy Falls. After ORT Phase 1 (January 2025) and before ORT Phase 2 (January 2027), the Ticket System is comprised of the western portion of the Turnpike from the Warrendale Toll Plaza to Mainline gantry T 291, and the ORT system 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. After ORT Phase 2, the ORT System will encompass the entire Mainline System.

Table 10 shows the estimated total vehicle traffic and toll revenue for the Ticket System, ORT System, Barrier System, and Total PTC System. Data for FY 2024-25 reflect a full year of actual experience.

Table 10
Estimated Transactions and Gross Toll Revenue
All Vehicle Classes
Axle-Height Classes: 2L - 7H | Axle-Based Classes: Class 1 - Class 5

Pennsylvania Turnpike Commission
Transactions and Toll Revenue in Thousands

Fiscal Year		All Vehicle Traffic				All Vehicle Gross Revenue			
	(1,2)	Ticket System (3)	ORT System (4)	Barrier System (5)	Total PTC System	Ticket System (3)	ORT System (4)	Barrier System (5)	Total PTC System
2024-25	(6)	113,025	124,431	58,984	296,440	$1,274,453	$299,094	$305,136	$1,878,683
2025-26	(6)	56,778	327,913	56,210	440,901	893,672	828,282	314,333	2,036,287
2026-27	(7)	35,112	417,296	58,358	510,766	560,706	1,230,712	329,963	2,121,381
2027-28		-	554,499	60,867	615,366	-	1,856,624	345,651	2,202,275
2028-29		-	556,948	61,585	618,533	-	1,920,167	358,560	2,278,727
2029-30		-	560,543	62,007	622,550	-	1,990,578	372,388	2,362,966
2030-31		-	564,187	62,382	626,569	-	2,064,316	386,617	2,450,933
2031-32		-	569,142	62,889	632,031	-	2,145,941	402,294	2,548,235
2032-33	(8)	-	576,897	63,093	639,990	-	2,229,418	416,511	2,645,929
2033-34		-	594,654	63,432	658,086	-	2,336,706	432,231	2,768,937
2034-35		-	600,599	63,763	664,362	-	2,426,790	448,454	2,875,244
2035-36		-	605,626	64,227	669,853	-	2,522,001	466,273	2,988,274
2036-37		-	607,134	64,345	671,479	-	2,606,681	482,138	3,088,819
2037-38		-	609,911	64,601	674,512	-	2,700,331	499,685	3,200,016
2038-39		-	612,528	64,858	677,386	-	2,796,933	517,847	3,314,780
2039-40		-	616,548	65,263	681,811	-	2,904,132	537,962	3,442,094
2040-41		-	617,535	65,340	682,875	-	3,000,364	555,976	3,556,340
2041-42		-	619,910	65,563	685,473	-	3,107,022	575,966	3,682,988
2042-43		-	622,059	65,755	687,814	-	3,216,184	596,402	3,812,586
2043-44		-	625,609	66,084	691,693	-	3,336,635	618,707	3,955,342
2044-45		-	625,902	66,079	691,981	-	3,443,694	638,630	4,082,324
2045-46		-	627,713	66,219	693,932	-	3,562,887	660,719	4,223,606
2046-47		-	629,361	66,346	695,707	-	3,684,936	683,468	4,368,404
2047-48		-	632,376	66,630	699,006	-	3,819,815	708,754	4,528,569
2048-49		-	632,322	66,584	698,906	-	3,940,304	731,328	4,671,632
2049-50		-	633,735	66,681	700,416	-	4,074,438	756,411	4,830,849
2050-51		-	634,975	66,773	701,748	-	4,212,518	782,266	4,994,784
2051-52		-	637,803	67,009	704,812	-	4,366,321	811,000	5,177,321
2052-53		-	637,377	66,898	704,275	-	4,502,636	836,497	5,339,133
2053-54		-	638,360	66,936	705,296	-	4,654,213	864,816	5,519,029
2054-55		-	639,357	66,967	706,324	-	4,811,003	894,104	5,705,107
2055-56		-	641,835	67,142	708,977	-	4,985,179	926,601	5,911,780

(1) PTC fiscal year begins in June and ends in May.
(2) Annual toll rate increases are implemented on the first Sunday of January each year.
(3) Beginning January 5, 2025, Ticket System includes the Mainline Turnpike between Warrendale and T290.7. After ORT Phase 2 implementation in January 2027, the Ticket System roadway segments will be converted into the ORT System.
(4) Beginning January 5, 2025, ORT System includes all Open Road Tolling locations east of T290.7 as well as all locations on I-476. After ORT Phase 2 implementation in January 2027, the remaining western and central Mainline Turnpike will be converted into the ORT System.
(5) 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). Prior to ORT Phase 1 implementation, Keyser Avenue and Clarks Summit on I-476 were included as Barrier Systems. Vehicle classification changes were implemented for PA 43 and PA 66 on January 5, 2025.
(6) Reflects actual experience through January 2026.
(7) Reflects extension of Mon-Fayette Expressway (PA 43 within the Barrier System) to Camp Hollow Road opening in November 2026.
(8) Reflects opening of Lafayette Street interchange (ORT System milepost 331.6) in January 2033.

The large declines in Ticket System and corresponding increases in ORT System transaction and revenue in 2025-26 and 2026-27 are due to ORT Phase 1 implementation and ORT Phase 2 implementation, respectively. The Ticket System transaction and revenue figures in FY 2024-25 include the entirety of the Turnpike Mainline, from Warrendale to Neshaminy Falls and the Northeast Extension from Mid-County to Wyoming Valley from June 2024 to early January 2025. 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 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. Transactions and revenue in FY 2026-27 represent the central and western portion of the Mainline Turnpike from June 2026 to early January 2027 prior to the implementation of ORT Phase 2. FY 2027-28 will be the first year with the entire Mainline Turnpike operating with ORT, therefore, transactions and revenue growth are only comparable from this fiscal year onwards.

Total toll transactions are forecast to increase from 615.4 million in FY 2027-28 to 709.0 million in FY 2055-56, an average annual increase of 0.5 percent. Gross toll revenue is forecast to increase from $2.20 billion to $5.91 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.

The same information is shown for PCs in **Table 11**. Total toll transactions are forecast to increase from 482.7 million in FY 2027-28 to 538.8 million in FY 2055-56, an average annual increase of 0.4 percent. Gross toll revenue is forecast to increase from $1.15 billion to $2.90 billion over the same period. This amounts to an average annual increase of 3.4 percent, reflecting the impact of normal growth plus annual toll rate increases.

Table 12 displays the same information for CVs. Total toll transactions are forecast to increase from 132.6 million in FY 2027-28 to 170.2 million in FY 2055-56, an average annual increase of 0.9 percent. Gross toll revenue is forecast to increase from $1.05 billion to $3.02 billion over the same period. This amounts to an average annual increase of 3.8 percent, reflecting the impact of normal growth plus annual toll rate increases.

Table 11
Estimated Transactions and Gross Toll Revenue
Passenger Cars
Axle-Height Classes: 2L, 3L | Axle-Based Classes: Class 1

Pennsylvania Turnpike Commission
Transactions and Toll Revenue in Thousands

Fiscal Year		Passenger Car Traffic				Passenger Car Gross Revenue			
	(1,2)	Ticket System (3)	ORT System (4)	Barrier System (5)	Total PTC System	Ticket System (3)	ORT System (4)	Barrier System (5)	Total PTC System
2024-25	(6)	92,264	101,217	49,523	243,005	$613,647	$179,284	$187,141	$980,072
2025-26	(6)	44,202	269,459	47,608	361,269	358,693	502,170	192,766	1,053,628
2026-27	(7)	27,461	333,193	49,659	410,313	232,112	669,019	203,192	1,104,323
2027-28		-	430,689	52,030	482,719	-	937,076	213,651	1,150,727
2028-29		-	432,338	52,640	484,978	-	968,144	221,546	1,189,690
2029-30		-	434,888	52,942	487,830	-	1,002,537	229,661	1,232,198
2030-31		-	437,472	53,197	490,669	-	1,038,564	237,970	1,276,534
2031-32		-	441,040	53,567	494,607	-	1,078,224	247,074	1,325,298
2032-33	(8)	-	447,245	53,670	500,915	-	1,120,460	255,279	1,375,739
2033-34		-	461,936	53,884	515,820	-	1,177,046	264,307	1,441,353
2034-35		-	466,381	54,086	520,467	-	1,221,176	273,554	1,494,730
2035-36		-	469,895	54,416	524,311	-	1,266,858	283,785	1,550,643
2036-37		-	470,621	54,481	525,102	-	1,307,091	292,955	1,600,046
2037-38		-	472,265	54,661	526,926	-	1,351,169	303,039	1,654,208
2038-39		-	473,712	54,835	528,547	-	1,396,075	313,433	1,709,508
2039-40		-	476,153	55,133	531,286	-	1,445,431	324,903	1,770,334
2040-41		-	476,259	55,152	531,411	-	1,489,378	335,065	1,824,443
2041-42		-	477,420	55,292	532,712	-	1,537,997	346,325	1,884,322
2042-43		-	478,406	55,406	533,812	-	1,587,651	357,798	1,945,449
2043-44		-	480,458	55,631	536,089	-	1,642,465	370,306	2,012,771
2044-45		-	479,975	55,577	535,552	-	1,690,461	381,381	2,071,842
2045-46		-	480,670	55,635	536,305	-	1,744,036	393,603	2,137,639
2046-47		-	481,254	55,688	536,942	-	1,798,899	406,101	2,205,000
2047-48		-	482,842	55,862	538,704	-	1,859,301	419,952	2,279,253
2048-49		-	482,057	55,758	537,815	-	1,912,545	432,135	2,344,680
2049-50		-	482,351	55,773	538,124	-	1,971,589	445,634	2,417,223
2050-51		-	482,464	55,776	538,240	-	2,031,770	459,402	2,491,172
2051-52		-	483,764	55,896	539,660	-	2,098,821	474,630	2,573,451
2052-53		-	482,578	55,726	538,304	-	2,157,247	487,893	2,645,140
2053-54		-	482,404	55,672	538,076	-	2,221,858	502,534	2,724,392
2054-55		-	482,230	55,611	537,841	-	2,288,424	517,528	2,805,952
2055-56		-	483,127	55,658	538,785	-	2,362,117	534,050	2,896,167

(1) PTC fiscal year begins in June and ends in May.
(2) Annual toll rate increases are implemented on the first Sunday of January each year.
(3) Beginning January 5, 2025, Ticket System includes the Mainline Turnpike between Warrendale and T290.7. After ORT Phase 2 implementation in January 2027, the Ticket System roadway segments will be converted into the ORT System.
(4) Beginning January 5, 2025, ORT System includes all Open Road Tolling locations east of T290.7 as well as all locations on I-476. After ORT Phase 2 implementation in January 2027, the remaining western and central Mainline Turnpike will be converted into the ORT System.
(5) 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). Prior to ORT Phase 1 implementation, Keyser Avenue and Clarks Summit on I-476 were included as Barrier Systems. Vehicle classification changes were implemented for PA 43 and PA 66 on January 5, 2025.
(6) Reflects actual experience through January 2026.
(7) Reflects extension of Mon-Fayette Expressway (PA 43 within the Barrier System) to Camp Hollow Road opening in November 2026.
(8) Reflects opening of Lafayette Street interchange (ORT System milepost 331.6) in January 2033.

Table 12
Estimated Transactions and Gross Toll Revenue
Commercial Vehicles
Axle-Height Classes: 4L - 7H | Axle-Based Classes: Class 2 - Class 5

Pennsylvania Turnpike Commission
Transactions and Toll Revenue in Thousands

		Commercial Vehicle Traffic				Commercial Vehicle Gross Revenue			
Fiscal Year	(1,2)	Ticket System (3)	ORT System (4)	Barrier System (5)	Total PTC System	Ticket System (3)	ORT System (4)	Barrier System (5)	Total PTC System
2024-25	(6)	20,761	23,214	9,461	53,436	$660,806	$119,810	$117,995	$898,611
2025-26	(6)	12,576	58,454	8,602	79,632	534,979	326,113	121,567	982,659
2026-27	(7)	7,651	84,103	8,699	100,453	328,594	561,693	126,771	1,017,058
2027-28		-	123,810	8,837	132,647	-	919,548	132,000	1,051,548
2028-29		-	124,610	8,945	133,555	-	952,023	137,014	1,089,037
2029-30		-	125,655	9,065	134,720	-	988,041	142,727	1,130,768
2030-31		-	126,715	9,185	135,900	-	1,025,752	148,647	1,174,399
2031-32		-	128,102	9,322	137,424	-	1,067,717	155,220	1,222,937
2032-33	(8)	-	129,652	9,423	139,075	-	1,108,958	161,232	1,270,190
2033-34		-	132,718	9,548	142,266	-	1,159,660	167,924	1,327,584
2034-35		-	134,218	9,677	143,895	-	1,205,614	174,900	1,380,514
2035-36		-	135,731	9,811	145,542	-	1,255,143	182,488	1,437,631
2036-37		-	136,513	9,864	146,377	-	1,299,590	189,183	1,488,773
2037-38		-	137,646	9,940	147,586	-	1,349,162	196,646	1,545,808
2038-39		-	138,816	10,023	148,839	-	1,400,858	204,414	1,605,272
2039-40		-	140,395	10,130	150,525	-	1,458,701	213,059	1,671,760
2040-41		-	141,276	10,188	151,464	-	1,510,986	220,911	1,731,897
2041-42		-	142,490	10,271	152,761	-	1,569,025	229,641	1,798,666
2042-43		-	143,653	10,349	154,002	-	1,628,533	238,604	1,867,137
2043-44		-	145,151	10,453	155,604	-	1,694,170	248,401	1,942,571
2044-45		-	145,927	10,502	156,429	-	1,753,233	257,249	2,010,482
2045-46		-	147,043	10,584	157,627	-	1,818,851	267,116	2,085,967
2046-47		-	148,107	10,658	158,765	-	1,886,037	277,367	2,163,404
2047-48		-	149,534	10,768	160,302	-	1,960,514	288,802	2,249,316
2048-49		-	150,265	10,826	161,091	-	2,027,759	299,193	2,326,952
2049-50		-	151,384	10,908	162,292	-	2,102,849	310,777	2,413,626
2050-51		-	152,511	10,997	163,508	-	2,180,748	322,864	2,503,612
2051-52		-	154,039	11,113	165,152	-	2,267,500	336,370	2,603,870
2052-53		-	154,799	11,172	165,971	-	2,345,389	348,604	2,693,993
2053-54		-	155,956	11,264	167,220	-	2,432,355	362,282	2,794,637
2054-55		-	157,127	11,356	168,483	-	2,522,579	376,576	2,899,155
2055-56		-	158,708	11,484	170,192	-	2,623,062	392,551	3,015,613

(1) PTC fiscal year begins in June and ends in May.
(2) Annual toll rate increases are implemented on the first Sunday of January each year.
(3) Beginning January 5, 2025, Ticket System includes the Mainline Turnpike between Warrendale and T290.7. After ORT Phase 2 implementation in January 2027, the Ticket System roadway segments will be converted into the ORT System.
(4) Beginning January 5, 2025, ORT System includes all Open Road Tolling locations east of T290.7 as well as all locations on I-476. After ORT Phase 2 implementation in January 2027, the remaining western and central Mainline Turnpike will be converted into the ORT System.
(5) 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). Prior to ORT Phase 1 implementation, Keyser Avenue and Clarks Summit on I-476 were included as Barrier Systems. Vehicle classification changes were implemented for PA 43 and PA 66 on January 5, 2025.
(6) Reflects actual experience through January 2026.
(7) Reflects extension of Mon-Fayette Expressway (PA 43 within the Barrier System) to Camp Hollow Road opening in November 2026.
(8) Reflects opening of Lafayette Street interchange (ORT System milepost 331.6) in January 2033.

Table 13 presents systemwide total vehicle gross toll revenue from Table 10, along with toll discounts and adjustments and bad debt expense. Discounts and adjustments are subtracted from gross toll revenue to calculate net toll revenue, while bad debt expense is an estimate of uncollectable TBP tolls that are subtracted from net toll revenue. As transactions and revenue are estimated to grow each year, so too does bad debt expense.

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 13 assume no changes to the post-paid commercial volume discount program during the forecast period. Actual discounts and adjustments have slowly increased over time and amounted to 1.9 percent of CV gross toll revenue in FY 2024-25. The forecast assumes that the adjustment will continue to gradually increase to 2.3 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 13, total net toll revenue is estimated to grow from approximately $1.86 billion in FY 2024-25 to $5.84 billion by FY 2055-56. This amounts to an average annual growth rate of 3.8 percent, which reflects the impact of normal growth plus annual toll rate increases.

In FY 2024-25, TBP bad debt expense was $138.1 million, representing 43.6 percent of TBP revenue. Bad debt as a percentage of TBP revenue over the last 12 months, after adjusting for one-time corrections, has been 46.9 percent. Analyses conducted by CDM Smith indicate that the bad debt expense proportion of TBP revenue will grow further, reaching 48.8 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 $481.0 million in FY 2055-56. Total net toll revenue minus the TBP bad debt expense is estimated to grow from approximately $1.72 billion in FY 2024-25 to $5.36 billion by FY 2055-56.

Table 13
Total PTC System
Estimated Gross Toll Revenue, Discounts and Adjustments,
Net Toll Revenue, Bad Debt, and Net Toll Revenue Minus Bad Debt

Pennsylvania Turnpike Commission
Toll Revenue in Thousands

Fiscal Year		Gross Toll Revenue	Discounts and Adjustments	Net Toll Revenue	Estimated TBP Bad Debt Expense	Net Toll Revenue Minus TBP Bad Debt Expense	Bad Debt Expense Percentage of Net Toll Revenue
2024-25	(3)	$1,878,683	($17,296)	$1,861,386	($138,076)	$1,723,310	7.4
2025-26	(3)	2,036,287	(21,616)	2,014,671	(184,186)	1,830,485	9.1
2026-27	(4)	2,121,381	(22,666)	2,098,715	(175,301)	1,923,414	8.4
2027-28		2,202,275	(23,643)	2,178,632	(184,451)	1,994,181	8.5
2028-29		2,278,727	(24,706)	2,254,021	(190,738)	2,063,283	8.5
2029-30		2,362,966	(25,877)	2,337,089	(197,018)	2,140,071	8.4
2030-31		2,450,933	(27,112)	2,423,821	(204,237)	2,219,584	8.4
2031-32		2,548,235	(28,474)	2,519,761	(212,187)	2,307,574	8.4
2032-33	(5)	2,645,929	(29,577)	2,616,352	(219,920)	2,396,432	8.4
2033-34		2,768,937	(30,910)	2,738,027	(229,265)	2,508,762	8.4
2034-35		2,875,244	(32,146)	2,843,098	(237,776)	2,605,322	8.4
2035-36		2,988,274	(33,473)	2,954,801	(246,916)	2,707,885	8.4
2036-37		3,088,819	(34,666)	3,054,153	(255,113)	2,799,040	8.4
2037-38		3,200,016	(35,993)	3,164,023	(264,126)	2,899,897	8.3
2038-39		3,314,780	(37,377)	3,277,403	(273,401)	3,004,002	8.3
2039-40		3,442,094	(38,925)	3,403,169	(283,637)	3,119,532	8.3
2040-41		3,556,340	(40,327)	3,516,013	(292,863)	3,223,150	8.3
2041-42		3,682,988	(41,882)	3,641,106	(303,055)	3,338,051	8.3
2042-43		3,812,586	(43,474)	3,769,112	(313,484)	3,455,628	8.3
2043-44		3,955,342	(45,232)	3,910,110	(324,935)	3,585,175	8.3
2044-45		4,082,324	(46,812)	4,035,512	(335,160)	3,700,352	8.3
2045-46		4,223,606	(48,570)	4,175,036	(346,501)	3,828,535	8.3
2046-47		4,368,404	(50,374)	4,318,030	(358,128)	3,959,902	8.3
2047-48		4,528,569	(52,375)	4,476,194	(370,936)	4,105,258	8.3
2048-49		4,671,632	(54,181)	4,617,451	(382,414)	4,235,037	8.3
2049-50		4,830,849	(56,199)	4,774,650	(395,137)	4,379,513	8.3
2050-51		4,994,784	(58,296)	4,936,488	(408,218)	4,528,270	8.3
2051-52		5,177,321	(60,630)	5,116,691	(422,724)	4,693,967	8.3
2052-53		5,339,133	(62,728)	5,276,405	(435,634)	4,840,771	8.3
2053-54		5,519,029	(65,072)	5,453,957	(449,918)	5,004,039	8.2
2054-55		5,705,107	(67,505)	5,637,602	(464,675)	5,172,927	8.2
2055-56		5,911,780	(70,216)	5,841,564	(480,998)	5,360,566	8.2

(1) PTC fiscal year begins in June and ends in May.
(2) Annual toll rate increases are implemented on the first Sunday of January each year.
(3) Reflects actual experience through January 2026.
(4) Reflects extension of Mon-Fayette Expressway (PA 43 within the Barrier System) to Camp Hollow Road opening in November 2026.
(5) Reflects opening of Lafayette Street interchange (ORT System milepost 331.6) in January 2033.

Table 14 compares the current transactions and net toll revenue forecast with the forecast developed in the 2025 Bring Down Letter. As shown, actual total transactions for FY 2024-25 were 0.7 percent lower than forecast in the 2025 Bring Down Letter. As the transactions forecast in the 2025 Bring Down Letter was developed with trip-based transactions for the central and western portions of the Mainline System, a comparison of transactions forecasts from FY 2026-27 forward is not informative, as the segment-based transactions result in a significant increase in the number of transactions over the course of a full fiscal year.

Differences between the 2025 Bring Down Letter and the current forecast are more informative for annual net toll revenue, as toll rates are not affected by ORT Phase 2 conversion. Annual net toll revenue in FY 2024-25 overperformed the 2025 Bring Down Letter forecast by 1.0 percent, and the current forecast now estimates revenue to be 4.7 percent higher in FY 2025-26.

The 2026 Bring Down Letter now includes positive impacts from two projects that were not previously accounted for in the 2025 Bring Down Letter. After the ramp-up period, the 2026 Mon-Fayette Extension adds approximately 0.2 percent to annual revenue while the 2033 Lafayette Street Interchange adds approximately 1.5 percent. The difference between the annual net toll revenue forecasts in the 2025 Bring Down Letter and the 2026 Bring Down Letter generally grows larger each year through FY 2034-35, when it reaches 4.8 percent and then narrows again to 3.6 or 3.7 percent for the final 10 years of the forecast.

Table 14
Comparison of New Transactions and Revenue
Estimates with Those from the 2025 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)	2025 Bring Down (3)	Percent Difference	Current Estimates (2)	2025 Bring Down (3)	Percent Difference
2024-25	296,440	298,674	(0.7)	$1,861,386	$1,843,455	1.0
2025-26	440,901	440,498	0.1	2,014,671	1,923,643	4.7
2026-27	510,766	442,706	15.4	2,098,715	2,005,596	4.6
2027-28	615,366	446,966	37.7	2,178,632	2,092,825	4.1
2028-29	618,533	449,095	37.7	2,254,021	2,167,586	4.0
2029-30	622,550	452,343	37.6	2,337,089	2,250,861	3.8
2030-31	626,569	455,425	37.6	2,423,821	2,336,563	3.7
2031-32	632,031	459,502	37.5	2,519,761	2,430,782	3.7
2032-33	639,990	461,319	38.7	2,616,352	2,516,684	4.0
2033-34	658,086	464,378	41.7	2,738,027	2,612,769	4.8
2034-35	664,362	467,340	42.2	2,843,098	2,712,095	4.8
2035-36	669,853	471,335	42.1	2,954,801	2,821,457	4.7
2036-37	671,479	472,839	42.0	3,054,153	2,919,929	4.6
2037-38	674,512	475,382	41.9	3,164,023	3,028,705	4.5
2038-39	677,386	477,787	41.8	3,277,403	3,140,939	4.3
2039-40	681,811	481,272	41.7	3,403,169	3,264,785	4.2
2040-41	682,875	482,239	41.6	3,516,013	3,376,040	4.1
2041-42	685,473	484,237	41.6	3,641,106	3,498,780	4.1
2042-43	687,814	486,060	41.5	3,769,112	3,624,605	4.0
2043-44	691,693	488,913	41.5	3,910,110	3,762,675	3.9
2044-45	691,981	489,193	41.5	4,035,512	3,885,845	3.9
2045-46	693,932	490,560	41.5	4,175,036	4,022,125	3.8
2046-47	695,707	491,797	41.5	4,318,030	4,162,305	3.7
2047-48	699,006	494,108	41.5	4,476,194	4,317,176	3.7
2048-49	698,906	493,853	41.5	4,617,451	4,454,826	3.7
2049-50	700,416	494,688	41.6	4,774,650	4,607,395	3.6
2050-51	701,748	495,395	41.7	4,936,488	4,764,298	3.6
2051-52	704,812	497,204	41.8	5,116,691	4,937,850	3.6
2052-53	704,275	496,421	41.9	5,276,405	5,091,499	3.6
2053-54	705,296	496,719	42.0	5,453,957	5,261,989	3.6
2054-55	706,324	496,891	42.1	5,637,602	5,437,163	3.7

(1) PTC fiscal year ends May 31st.

(2) Reflects actual experience through January 2026.

(3) Reflects actual traffic and revenue experience through December 2024.

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.

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,

Scott Allaire
Vice President
CDM Smith Inc.

Yogesh Patel, AICP, PMP
Associate
CDM Smith Inc.

APPENDIX H

FORM OF CONTINUING DISCLOSURE AGREEMENT

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CONTINUING DISCLOSURE AGREEMENT

PENNSYLVANIA TURNPIKE COMMISSION
TURNPIKE SUBORDINATE REVENUE REFUNDING SERIES

consisting of

TURNPIKE SUBORDINATE REVENUE REFUNDING BONDS,
THIRD SERIES OF 2026

and

MOTOR LICENSE FUND-ENHANCED TURNPIKE SUBORDINATE SPECIAL REVENUE REFUNDING BONDS,
SECOND SERIES OF 2026

This Continuing Disclosure Agreement ("***Disclosure Agreement***") is executed and delivered this 1st day of October, 2026, by the Pennsylvania Turnpike Commission (the "***Commission***") in connection with the issuance and sale by the Commission of $256,410,000 aggregate principal amount of its Turnpike Subordinate Revenue Refunding Bonds, Third Series of 2026 (the "***2026 Subordinate Revenue Refunding Bonds***") and Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Refunding Bonds, Second Series of 2026 (the "***2026 Special Revenue Refunding Bonds***" and together with the 2026 Subordinate Revenue Refunding Bonds, the ***"2026 Refunding Bonds")***.

In consideration of the mutual covenants, promises and agreements contained herein and intending to be legally bound hereby, the Commission agrees as follows:

SECTION 1. DEFINITIONS

In this Disclosure Agreement and any agreement supplemental hereto (except as otherwise expressly provided or unless the context clearly otherwise requires), terms defined in the recitals hereto shall have the meanings set forth therein, and the following terms shall have the meanings specified below:

"***Annual Filing Date***" means the November 30th immediately following the preceding Fiscal Year ended May 31st, commencing with the Fiscal Year ending May 31, 2026, and each anniversary thereof. If November 30th falls on a day that is not a Business Day, the Annual Filing Date shall be the first Business Day thereafter. The Commission may adjust the Annual Filing Date upon change of its Fiscal Year by providing written notice of such change and the new Annual Filing Date to the Dissemination Agent and the Repository, provided that the period of time between the end of the new Fiscal Year and the new Annual Filing Date does not exceed the period of time between the end of the existing Fiscal Year and the current Annual Filing Date.

"***Business Day***" means a day other than: (a) a Saturday or a Sunday, (b) a day on which banks are required or authorized to be closed, (c) a day on which the Commission is required or authorized to be closed, or (d) a day on which the New York Stock Exchange is closed.

"***Dissemination Agent***" means Digital Assurance Certification, L.L.C., acting in its capacity as the initial Dissemination Agent with respect to the continuing disclosure obligations set forth herein, or any successor Dissemination Agent designated in writing by the Commission.

"***EMMA***" means the Electronic Municipal Market Access system, a service of the MSRB, or any successor thereto.

"***MSRB***" means the Municipal Securities Rulemaking Board established pursuant to Section 15B(b)(1) of the Securities Exchange Act of 1934, as amended.

"***Official Statement***" shall mean the Official Statement dated September 22, 2026 with respect to the public offering of the 2026 Refunding Bonds.

"***Registered Owner" or "Owners***" shall mean the person or persons in whose name a 2026 Refunding Bond is registered on the books of the Commission kept for that purpose. For so long as the 2026 Refunding Bonds are registered in the name of the Securities Depository or its nominee, "***Registered Owner***" shall mean and include the holder of a book-entry credit evidencing an interest in the 2026 Refunding Bonds, including holders of book-entry credits who may file their names and addresses with the Commission for the purposes of receiving notices and giving direction under this Disclosure Agreement.

"***Repository***" means each entity authorized and approved by the SEC from time to time to act as a repository for purposes of complying with the Rule. As of the date hereof, the only Repository recognized by the SEC for such purpose is the MSRB, which currently accepts continuing disclosure filings through the EMMA website at http://emma.msrb.org.

"***Representative***" shall mean, PNC Capital Markets LLC, as representative of itself and the other Underwriters of the 2026 Refunding Bonds.

"***Rule***" shall mean Rule 15c2-12 promulgated by the SEC under the Securities Exchange Act of 1934, as amended.

"***SEC***" means the United States Securities and Exchange Commission.

"***Securities Depository***" shall mean The Depository Trust Company, New York, New York, or its nominee, Cede & Co., or any successor thereto.

"***Underwriters***" shall mean the underwriters of the 2026 Refunding Bonds, as set forth in the Official Statement.

SECTION 2. AUTHORIZATION AND PURPOSE OF DISCLOSURE AGREEMENT

This Disclosure Agreement is authorized to be executed and delivered by the Commission in order to enable the Underwriters to comply with the requirements of the Rule. This Disclosure Agreement relates solely to the 2026 Refunding Bonds.

SECTION 3. ANNUAL FINANCIAL INFORMATION

The Commission agrees to provide or cause to be provided no later than the Annual Filing Date to the MSRB via EMMA, annual financial information (the "***Annual Financial Information***"), consisting of the following: (a) financial and operating data of the type set forth in the Official Statement in Tables I, II and III of APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – CERTAIN FINANCIAL INFORMATION"; (b) the Commission's audited financial statements for such fiscal year; and (c) a summary of any material legislative or regulatory developments affecting Act 44 and/or Act 89 (each as defined in the Official Statement), since the Commission's most recent Annual Financial Information filing.

The Commission's audited financial statements shall be prepared in accordance with generally accepted accounting principles consistently applied as in effect from time to time; provided, however, that the Commission reserves the right to change the basis upon which its audited financial statements are prepared at any time and from time to time. Should the Commission exercise its right to change the basis upon which its audited financial statements are prepared as provided in the immediately preceding sentence, it shall provide notice of any such accounting change to the MSRB via EMMA, which notice shall include a reference to the specific federal or state law or regulation requiring or permitting such accounting change and a description of such change. In the event that audited financial statements are not available by the Annual Filing Date, the Annual Financial Information will contain unaudited financial statements and the audited financial statements will be provided for filing when available.

Any or all of the items listed above may be included by specific reference to documents previously filed with the MSRB via EMMA, or the SEC, including, but not limited to, official statements of debt issues with respect to the Commission. If the document incorporated by reference is a final official statement, it must be available from the Repository. The Commission will clearly identify each such document so incorporated by reference.

SECTION 4. EVENT DISCLOSURE

The Commission agrees that it shall provide, in a timely manner, not to exceed ten Business Days after occurrence, to the MSRB via EMMA on such form and in such format as shall be required by the MSRB for such filings, notice of any of the following events with respect to the 2026 Refunding Bonds within the meaning of the Rule (each a "***Reportable Event***");

(1) Principal and interest payment delinquencies;

(2) Non-payment related defaults, if material;

(3) Unscheduled draws on debt service reserves reflecting financial difficulties;

(4) Unscheduled draws on credit enhancements reflecting financial difficulties;

(5) Substitution of credit or liquidity providers or their failure to perform;

(6) Adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 5701-TEB)

or other material notices or determinations with respect to the tax status of the 2026 Refunding Bonds, or other material events affecting the tax status of the 2026 Refunding Bonds;

(7) Modifications to the rights of the holders of the 2026 Refunding Bonds, if material;

(8) Bond calls, if material, and tender offers;

(9) Defeasance of all or any portion of the 2026 Refunding Bonds;

(10) Release, substitution or sale of property securing repayment of the 2026 Refunding Bonds, if material;

(11) Rating changes;

(12) Bankruptcy, insolvency, receivership or similar event of the Commission[1];

(13) The consummation of a merger, consolidation, or acquisition involving the Commission or the sale of all or substantially all of the assets of the Commission, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms, if material;

(14) Appointment of a successor or additional trustee or the change of name of the trustee, if material;

(15) Incurrence of a financial obligation of the Commission, if material, or agreement to covenants, events of default, remedies, priority rights or other similar terms of a financial obligation of the Commission, any of which affects holders of the 2026 Refunding Bonds, if material; and

(16) Default, event of acceleration, termination event, modification of terms or other similar events under the terms of a financial obligation of the Commission, any of which reflect financial difficulties.

The foregoing sixteen Reportable Events are quoted from the Rule. The SEC requires the listing of the Reportable Events set forth in clauses (1) through (16) above although some of such events may not be applicable to the 2026 Refunding Bonds.

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[1] This event is considered to occur when any of the following occur: the appointment of a receiver, fiscal agent or similar officer for an obligated person in a proceeding under the U.S. Bankruptcy Code or in any other proceeding under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of the obligated person, or if such jurisdiction has been assumed by leaving the existing governing body and officials or officers in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization, arrangement or liquidation by a court or governmental authority having supervision or jurisdiction over substantially all of the assets or business of the obligated person.

SECTION 5. NOTICE OF FAILURE TO PROVIDE DISCLOSURE

The Commission covenants to provide in a timely manner to the MSRB notice of a failure (of which the Commission has knowledge) to provide the required Annual Financial Information on or before the Annual Filing Date.

SECTION 6. AMENDMENT; WAIVER

The Commission may amend this Disclosure Agreement and waive any of the provisions hereof, but no such amendment or waiver shall be executed and effective unless (a) the amendment or waiver is made in connection with a change in legal requirements, change in law or change in the identity, nature or status of the Commission or the governmental operations conducted by the Commission, (b) this Disclosure Agreement, as modified by the amendment or waiver, would have complied with the requirements of the Rule at the time of original issuance of the 2026 Refunding Bonds, taking into account any interpretations of the Rule provided by the SEC, and (c) the amendment or waiver does not materially impair the interests of the Registered Owners of the 2026 Refunding Bonds. Evidence of compliance with the foregoing conditions shall be satisfied by delivery to the Commission of an opinion of counsel having recognized skill and experience in the issuance of municipal securities and federal securities law to the effect that the amendment or waiver satisfies the conditions set forth in the preceding sentence. Notice of any amendment or waiver shall be filed by the Commission with the MSRB (via EMMA) and shall be sent to the Registered Owners of the 2026 Refunding Bonds. The Commission reserves the right to terminate its obligation to provide Annual Financial Information and notices of Reportable Events, as set forth above, if and when the Commission no longer remains an obligated person with respect to the 2026 Refunding Bonds within the meaning of the Rule.

SECTION 7. OTHER INFORMATION

Nothing in this Disclosure Agreement shall preclude the Commission from disseminating any other information with respect to the Commission or the 2026 Refunding Bonds, using the means of communication provided in this Disclosure Agreement or otherwise. Any election by the Commission to furnish any information not specifically required pursuant to this Disclosure Agreement, or by the means of communication provided for herein, shall not be deemed to be an additional contractual undertaking and the Commission shall have no obligation to furnish such information in any subsequent notice or by the same means of communication.

SECTION 8. BENEFIT; DEFAULT

The Commission acknowledges that its agreement to the disclosure undertaking set forth herein pursuant to the Rule is intended to be for the benefit of the Registered Owners from time to time of the 2026 Refunding Bonds, and shall be enforceable by such Registered Owners; provided that the right to enforce the provisions of this undertaking shall be limited to a right to obtain specific enforcement of the Commission's obligations under this Disclosure Agreement and any failure by the Commission to comply with the provisions of this undertaking shall not be an Event of Default under the 2026 Refunding Bonds or the Subordinate Trust Indenture dated as of April 1, 2008, as amended and supplemented through the date hereof, including being supplemented with respect to the 2026 Refunding Bonds, by that certain Supplemental Trust Indenture No. 43

dated as of October 1, 2026, and as it may be further amended and supplemented from time to time, between the Commission and Computershare Trust Company, N.A., as trustee. In the event the Commission fails to comply with any provision of this Disclosure Agreement, any Registered Owner of the 2026 Refunding Bonds shall have the right, by mandamus, suit, action or proceeding at law or in equity, to compel the Commission to perform each and every term, provision and covenant contained in this Disclosure Agreement.

SECTION 9. FILING WITH EMMA; OTHER FILINGS

All filings required hereby shall be done electronically through EMMA in the form specified by the MSRB and accompanied by identifying information as prescribed by the MSRB or as otherwise specified by the MSRB.

In addition to filings through EMMA, the Commission may file any of the information necessary to be filed hereunder with such other electronic systems and entities as are approved by the SEC by interpretive letter or "no action" letter for receipt of such information in compliance with the requirements of paragraph (b)(5) of the Rule.

SECTION 10. TERM OF DISCLOSURE AGREEMENT

This Disclosure Agreement shall terminate (a) upon payment or provision for payment in full of the 2026 Refunding Bonds, or (b) upon repeal or rescission of Section (b)(5) of the Rule, or (c) an opinion of counsel having nationally recognized skill and experience in the issuance of municipal securities and federal securities law to the effect that Section (b)(5) of the Rule is invalid or unenforceable.

SECTION 11. BENEFICIARIES

This Disclosure Agreement shall inure solely to the benefit of the Commission, the Underwriters and the Registered Owners from time to time of the 2026 Refunding Bonds, and nothing herein contained shall confer any right upon any other person.

SECTION 12. NO PERSONAL RECOURSE

No personal recourse shall be had for any claim based on this Disclosure Agreement against any member, officer, or employee, past, present or future, of the Commission, or of any successor body.

SECTION 13. ENTIRE AGREEMENT

This Disclosure Agreement sets forth the entire understanding and agreement of the Commission with respect to the matters herein contemplated and no modification or amendment of or supplement to this Disclosure Agreement shall be valid or effective unless the same is in writing and signed by the parties hereto.

SECTION 14. EXECUTION AND DELIVERY; ELECTRONIC SIGNATURES

The party hereto may execute this Disclosure Agreement pursuant to digital or electronic means. Notwithstanding any time stamp accompanying a digital or electronic signature indicating an earlier time, this Disclosure Agreement shall be effective upon the delivery to the Representative of a fully-executed version of this Disclosure Agreement.

SECTION 15. GOVERNING LAW

The internal laws of the Commonwealth of Pennsylvania shall govern the construction and interpretation of this Disclosure Agreement; provided that, to the extent that the SEC, the MSRB or any other federal or state agency or regulatory body with jurisdiction in connection with the 2026 Refunding Bonds shall have promulgated any rule or regulation governing the subject matter hereof (including without limitation the Rule), this Disclosure Agreement shall be interpreted and construed in a manner consistent therewith.

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SIGNATURE PAGE TO
CONTINUING DISCLOSURE AGREEMENT

PENNSYLVANIA TURNPIKE COMMISSION
TURNPIKE SUBORDINATE REVENUE REFUNDING SERIES,
THIRD SERIES OF 2026

consisting of

TURNPIKE SUBORDINATE REVENUE REFUNDING BONDS,
THIRD SERIES OF 2026

and

MOTOR LICENSE FUND-ENHANCED TURNPIKE SUBORDINATE SPECIAL REVENUE REFUNDING BONDS,
SECOND SERIES OF 2026

IN WITNESS WHEREOF, this Continuing Disclosure Agreement has been executed and delivered as of the day and year first written above.

PENNSYLVANIA TURNPIKE COMMISSION

By:_____
Name: Richard C. Dreher
Title: Chief Financial Officer

APPENDIX I

CERTAIN INFORMATION REGARDING COMMONWEALTH MOTOR LICENSE FUND

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Table 1
Results of Operations — Motor License Fund
GAAP Basis — Unaudited
(In Thousands)

	2021	2022	2023	2024	2025
Fund Balance — Beginning of Period	$ 595,346	$ 1,307,435	$ 2,017,572	2,325,782	$ 2,732,748
Restatements					
Fund Balance — Beginning of Period, as Restated	$ 595,346	$ 1,307,435	$ 2,017,572	2,325,782	2,732,748
Revenues:					
Taxes	3,562,411	3,598,713	3,664,489	3,628,209	3,535,358
Licenses and fees	1,114,831	1,150,205	1,161,459	1,303,944	1,344,635
Intergovernmental	2,350,760	2,109,196	2,220,961	2,521,678	2,607,565
Other revenues	104,618	87,817	145,315	263,750	315,625
Other Financing Sources:					
Operating transfers in	12,868	21,508	25,910	19,612	16,016
Other additions		589	892	1,647	41,089
TOTAL REVENUES AND OTHER SOURCES	$ 7,145,488	6,968,028	7,219,026	7,738,840	7,860,288
Expenditures:					
Direction and supportive services	34,773	31,951	36,232	39,221	39,060
Protection of persons and property	963,566	786,121	777,185	674,877	589,125
Health and Human Services…	-		-	-	-
Public education	276	300	328	-	-
Econimic Development	148	175	260	-	-
Recreation and cultural enrichment	6,224	7,450	5,773	5,125	8,532
Transportation	2,653,646	2,693,484	3,018,071	3,202,070	3,418,847
Capital outlay	2,650,500	2,574,906	2,907,407	3,269,150	3,427,056
Interest & fiscal chanrges	891	745	775	546	775
Other Uses:					
Operating transfers out	123,375	162,759	164,785	140,885	138,889
TOTAL EXPENDITURES AND OTHER USES	$ 6,433,399	6,257,891	6,910,816	7,331,874	7,622,284
REVENUES AND OTHER SOURCES OVER (UNDER) EXPENDITURE AND OTHER USES	712,089	710,137	308,210	406,966	238,004
Fund Balance — End of Period	$ 1,307,435	$ 2,017,572	$ 2,325,782	$ 2,732,748	2,970,752
Components of Fund Balance					-
Reserved for encumbrances					
Reserved for advances and other					
Unreserved - designated - highways					
Unreserved - undesignated					
Restricted	1,307,435	$ 2,017,572	$ 2,325,782	2,732,748	2,970,752
TOTAL FUND BALANCE	1,307,435	$ 2,017,572	$ 2,325,782	2,732,748	2,970,752

TABLE 2

MOTOR LICENSE FUND REVENUES AVAILABLE FOR SPECIAL REVENUE BONDS
(In Millions)

Description	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Fuel Taxes					
Liquid Fuels and Fuels tax	$ 645.7	$ 644.4	$ 653.0	$ 631.9	$ 642.4
Oil Company Franchise tax	$ 2,273.0	$ 2,242.3	$ 2,328.2	$ 2,224.6	$ 2,220.2
Total Fuel Taxes	**$ 2,918.7**	**$ 2,886.7**	**$ 2,981.2**	**$ 2,856.5**	**$ 2,862.6**
Passenger cars	$ 323.0	$ 290.0	$ 336.7	$ 371.3	$ 464.8
Motor homes	$ 4.0	$ 6.2	$ 4.3	$ 4.3	$ 4.5
Motorcycles	$ 7.6	$ 7.8	$ 8.2	$ 8.3	$ 8.5
Motor-driven cycles	$ -	$ -	$ -	$ -	$ -
Trucks and Truck tractors	$ 379.7	$ 392.8	$ 440.2	$ 445.7	$ 427.7
Motor Buses and Limousines	$ 2.3	$ 2.2	$ 2.5	$ 2.5	$ 2.7
Implements of Husbandry	$ -	$ -	$ -	$ -	$ -
Antique, classic and collectible vehicles	$ 2.2	$ 2.4	$ 2.3	$ 2.0	$ 2.1
Farm Vehicles	$ 2.8	$ 2.6	$ 3.3	$ 3.3	$ 3.6
Ambulances, taxis, and hearses	$ 0.1	$ 0.1	$ 0.1	$ 0.1	$ 0.1
Dealers and Miscellaneous Motor Vehicle Business	$ -	$ -	$ -	$ -	$ -
Farm equipment vehicle dealers	$ -	$ -	$ -	$ -	$ -
Transfer of Registration	$ 7.7	$ 7.2	$ 7.8	$ 7.8	$ 8.0
Replacement Registration Plates	$ -	$ -	$ -	$ -	$ -
Duplicate Registration cards	$ 0.7	$ 1.8	$ 0.7	$ 0.6	$ 0.5
Commercial implements of husbandry	$ -	$ -	$ -	$ -	$ -
Certificate of Title	$ -	$ -	$ -	$ -	$ -
Excluded Revenues	**$ (28.0)**	**$ (28.0)**	**$ (28.0)**	**$ (28.0)**	**$ (28.0)**
Total Registration Fees	**$ 702.1**	**$ 685.1**	**$ 778.1**	**$ 817.9**	**$ 894.5**
Total Available Revenues	***$ 3,620.80***	***$ 3,571.80***	***$ 3,759.30***	***$ 3,674.40***	***$ 3,757.10***

Source: Pennsylvania Department of Transportation

Table 3 below shows the average daily balances in the Motor License Fund for the Commonwealth of Pennsylvania's fiscal years 2016 through 2026. This table includes all sources of revenue (both restricted and unrestricted) for the Motor License Fund and not just the sources of revenue that are considered available under Act 44 for debt service payments on the Special Revenue Bonds.

TABLE 3
MOTOR LICENSE FUND
AVERAGE DAILY BALANCES

Fiscal Year	Minimum Daily Balance	Maximum Daily Balance	Average Daily Balance
2026	2,882,694,399.00	3,496,211,783.00	3,118,484,394.41
2025	2,616,965,858.92	3,472,386,479.79	2,796,224,135.21
2024	2,287,309,243.77	2,949,691,792.25	2,521,992,279.68
2023	1,693,345,452.47	2,130,153,942.99	1,902,317,354.46
2022	645,503,939.43	1,592,288,606.92	913,564,055.70
2021	334,178,570.63	806,222,791.86	582,327,482.53
2020	179,248,656.29	773,043,855.71	506,705,816.80
2019	198,336,095.10	988,652,634.10	681,656,780.64
2018	152,466,962.03	1,191,639,906.05	665,614,580.46
2017	620,342,020.95	1,240,774,868.00	913,073,965.42
2016	414,670,984.25	1,447,288,162.16	998,429,580.48

Source: Pennsylvania Department of Transportation

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