

In the opinion of Co-Bond Counsel, under existing law, interest on the 2014 Bonds is excludable from gross income for federal income tax purposes and is not treated as an item of tax preference for purposes of the federal alternative minimum tax imposed on individuals and corporations. However, such interest is included in adjusted current earnings for purposes of the federal alternative minimum tax imposed on certain corporations (as defined for federal income tax purposes). Co-Bond Counsel is also of the opinion that, under existing law, the 2014 Bonds are exempt from personal property taxes in Pennsylvania, and the interest on the 2014 Bonds is exempt from Pennsylvania personal income tax and Pennsylvania corporate net income tax. For a more complete discussion, see “TAX MATTERS” herein.



\$239,620,000
PENNSYLVANIA TURNPIKE COMMISSION
TURNPIKE REVENUE REFUNDING BONDS,
SERIES OF 2014

Dated: Date of Delivery

Due: December 1, As Shown on Inside Front Cover

The Pennsylvania Turnpike Commission Turnpike Revenue Refunding Bonds, Series of 2014 (the “**2014 Bonds**”) are being issued pursuant to a Supplemental Trust Indenture No. 36 dated as of November 1, 2014 (“**Supplemental Indenture No. 36**”) to the Amended and Restated Trust Indenture dated as of March 1, 2001, as previously amended and supplemented (together with Supplemental Indenture No. 36, the “**Senior Indenture**”), between the Pennsylvania Turnpike Commission (the “**Commission**”) and U.S. Bank National Association, as trustee (the “**Trustee**”). The 2014 Bonds are being issued to provide funds to finance the costs of (i) refunding of the Commission’s outstanding Turnpike Revenue Bonds, Series A of 2004; and (ii) issuing the 2014 Bonds.

The 2014 Bonds will be dated the date of initial issuance and delivery thereof. The 2014 Bonds will mature on December 1 of the years and bear interest from their delivery date at the rates shown on the inside cover page hereof, calculated on the basis of a year of 360 days consisting of twelve 30-day months. Interest on the 2014 Bonds will be payable on each June 1 and December 1, commencing on June 1, 2015.

The 2014 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, New York, New York, which will act as securities depository for the 2014 Bonds. Beneficial ownership interests in the 2014 Bonds will be recorded in book-entry only form in denominations of \$5,000 or any integral multiple thereof. Purchasers of the 2014 Bonds will not receive bonds representing their beneficial ownership in the 2014 Bonds, but will receive a credit balance on the books of their respective DTC Participants or DTC Indirect Participants. So long as Cede & Co. is the registered owner of the 2014 Bonds, principal of and interest on the 2014 Bonds will be paid to Cede & Co., as nominee of DTC, which will, in turn, remit such principal and interest to the Participants and Indirect Participants for subsequent disbursement to the Beneficial Owners, as described herein. The 2014 Bonds will be transferable or exchangeable to another nominee of The Depository Trust Company or as otherwise described herein. So long as Cede & Co. is the registered owner of the 2014 Bonds, payments of principal and interest on the 2014 Bonds will be made directly by the Trustee under the Senior Indenture, as described herein. See “DESCRIPTION OF THE 2014 BONDS – Book-Entry Only System.” The 2014 Bonds will be subject to redemption prior to maturity as described herein.

THE 2014 BONDS ARE LIMITED OBLIGATIONS OF THE COMMISSION 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, BUT THE 2014 BONDS SHALL BE PAYABLE SOLELY FROM THE TRUST ESTATE (AS DEFINED HEREIN) WHICH CONSISTS PRIMARILY OF TOLLS FROM THE SYSTEM (AS DEFINED HEREIN). THE COMMONWEALTH IS NOT OBLIGATED TO LEVY OR PLEDGE ANY FORM OF TAXATION WHATSOEVER FOR PAYMENT OF THE 2014 BONDS OR TO MAKE ANY APPROPRIATION FOR THE PAYMENT OF THE 2014 BONDS. THE COMMISSION HAS NO TAXING POWER.

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 2014 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 Cohen & Grigsby, P.C., Pittsburgh, Pennsylvania and the Law Offices of Wayne D. Gerhold, Pittsburgh, Pennsylvania, Co-Bond Counsel, and to certain other conditions. Certain legal matters will be passed upon for the Underwriters by Stevens & Lee, P.C., Reading, Pennsylvania, Counsel for the Underwriters. Certain legal matters will be passed upon for the Commission by its Chief Counsel, Doreen A. McCall, Esquire, and by Dilworth Paxson LLP, Philadelphia, Pennsylvania, Disclosure Counsel to the Commission. It is anticipated that delivery of the 2014 Bonds in book-entry form will be made through the facilities of DTC in New York, New York on or about November 26, 2014.

RBC Capital Markets

BofA Merrill Lynch
Baird

BNY Mellon Capital Markets, LLC

Janney Montgomery Scott
Jefferies

\$239,620,000
PENNSYLVANIA TURNPIKE COMMISSION
TURNPIKE REVENUE REFUNDING BONDS,
SERIES OF 2014

MATURITIES, AMOUNTS, INTEREST RATES, PRICES, YIELDS AND CUSIPS[†]

<u>Maturity</u> <u>(December 1)</u>	<u>Amount</u>	<u>Interest Rate</u>	<u>Yield</u>	<u>Price[*]</u>	<u>CUSIP[†] No.</u>
2031	\$55,595,000	5.000%	3.380%	113.664	709224EV7
2032	58,375,000	5.000	3.430	113.210	709224EW5
2033	61,290,000	5.000	3.480	112.758	709224EX3
2034	64,360,000	5.000	3.530	112.309	709224EY1

* Priced to the first optional redemption date of December 1, 2024 at par.

[†] The above CUSIP (Committee on Uniform Securities Identification Procedures) numbers have been assigned by an organization not affiliated with the Commission or the Underwriters, and such parties are not responsible for the selection or use of the CUSIP numbers. The CUSIP numbers are included solely for the convenience of bondholders and no representation is made as to the correctness of such CUSIP numbers. CUSIP numbers assigned to securities may be changed during the term of such securities based on a number of factors including, but not limited to, the refunding or defeasance of such issue or the use of secondary market financial products. None of the Commission or the Underwriters has agreed to, and there is no duty or obligation to, update this Official Statement to reflect any change or correction in the CUSIP numbers set forth above.

PENNSYLVANIA TURNPIKE COMMISSION

COMMISSIONERS

WILLIAM K. LIEBERMAN
Chairman

A. MICHAEL PRATT
Vice Chairman

PASQUALE T. DEON, SR.
Secretary/Treasurer

SEAN F. LOGAN
Commissioner

BARRY J. SCHOCH
Commissioner

ADMINISTRATION

MARK COMPTON
Chief Executive Officer

CRAIG R. SHUEY
Chief Operating Officer

NIKOLAUS H. GRIESHABER
Chief Financial Officer

BRADLEY J. HEIGEL
Chief Engineer

DOREEN A. MCCALL
Chief Counsel

RAY A. MORROW
Chief Compliance Officer

U. S. BANK NATIONAL ASSOCIATION
Trustee and Authenticating Agent

PUBLIC FINANCIAL MANAGEMENT, INC.
Financial Advisor

G-ENTRY PRINCIPLE, P.C.
Co-Financial Advisor

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 2014 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 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 representations 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. This Official Statement will be made available through the Electronic Municipal Market Access System (“EMMA”), which is the sole Nationally Recognized Municipal Securities Information Repository.

The 2014 Bonds are not and will not be registered under the Securities Act of 1933, or under any state securities laws, and the Senior 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 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 page 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,” “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.

IN CONNECTION WITH THIS OFFERING, THE UNDERWRITERS MAY OVER-ALLOT OR EFFECT TRANSACTIONS THAT STABILIZE OR MAINTAIN THE MARKET PRICE OF THE 2014 BONDS AT A LEVEL ABOVE THAT WHICH MIGHT OTHERWISE PREVAIL IN THE OPEN MARKET. SUCH STABILIZING, IF COMMENCED, MAY BE DISCONTINUED AT ANY TIME WITHOUT NOTICE. THE COMMISSION RESERVES THE RIGHT TO

INCREASE THE SIZE OF THIS OFFERING SUBJECT TO PREVAILING MARKET CONDITIONS.

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 2014 BONDS IS MADE ONLY BY MEANS OF THIS ENTIRE OFFICIAL STATEMENT.

The CUSIP (Committee on Uniform Securities Identification Procedures) numbers for the 2014 Bonds shown on the cover page hereof have been assigned by an organization not affiliated with the Commission or the Underwriters, and such parties are not responsible for the selection or use of the CUSIP numbers. The CUSIP numbers are included solely for the convenience of bondholders and no representation is made as to the correctness of such CUSIP numbers. CUSIP numbers assigned to securities may be changed during the term of such securities based on a number of factors including, but not limited to, the refunding or defeasance of such issue or the use of secondary market financial products. None of the Commission or the Underwriters has agreed to, and there is no duty or obligation to, update this Official Statement to reflect any change or correction in the CUSIP number set forth herein.

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OFFICIAL STATEMENT

\$239,620,000

PENNSYLVANIA TURNPIKE COMMISSION TURNPIKE REVENUE REFUNDING BONDS, SERIES OF 2014

INTRODUCTION

This Official Statement, which includes the cover page, the inside front cover and the Appendices hereto, is furnished by the Pennsylvania Turnpike Commission (the "**Commission**") in connection with the issuance of \$239,620,000 aggregate principal amount of Pennsylvania Turnpike Commission Turnpike Revenue Refunding Bonds, Series of 2014 (the "**2014 Bonds**").

Certain information concerning the Commission is attached hereto as APPENDIX A. Audited financial statements of the Commission for the years ended May 31, 2014 and May 31, 2013 are attached hereto as APPENDIX B. A summary of Certain Provisions of the Senior Indenture (as defined below) is attached hereto as APPENDIX C. A form of the opinion of Co-Bond Counsel to be delivered in connection with the issuance of the 2014 Bonds is attached hereto as APPENDIX D. A table setting forth the total debt service for Turnpike Revenue Bonds (as defined below), and the Subordinate Revenue Bonds (as defined below) and Special Revenue Bonds (as defined below) issued under the Subordinate Indenture (as defined below), is attached hereto as APPENDIX E. The Pennsylvania Turnpike 2012 Traffic and Revenue Forecast Study prepared by CDM Smith (formerly Wilbur Smith Associates) dated March 9, 2012, together with "bring down" letters developed by CDM Smith dated March 18, 2013 and February 27, 2014, is attached hereto as APPENDIX F.

All capitalized terms not otherwise defined herein shall have the same meanings ascribed to them in the definitions set forth in APPENDIX C – "SUMMARIES OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE - DEFINITIONS OF CERTAIN TERMS." All references herein to the Enabling Acts (as defined below), the 2014 Bonds, the Senior Indenture and the Continuing Disclosure Agreement 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 principal offices of the Underwriters and, thereafter, executed copies may be obtained from U.S. Bank National Association, as 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 (as defined below), with the power to construct, operate and maintain the System (as defined below) and to perform other functions authorized by Act 44 (as defined below). 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" herein. Except as provided therein, the Enabling Acts may be modified, extended, suspended or terminated at any time by further legislation.

Senior Indenture and Enabling Acts

The 2014 Bonds are being issued pursuant to Supplemental Trust Indenture No. 36 dated as of November 1, 2014 ("**Supplemental Indenture No. 36**") between the Commission and U.S. Bank National Association (successor to First Union National Bank), as Trustee, which supplements the Amended and

Restated Trust Indenture dated as of March 1, 2001, between the Commission and the Trustee (as previously amended and supplemented, and as supplemented by Supplemental Indenture No. 36, the “*Senior Indenture*”), 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; and the Act of September 30, 1985, P. L. 240, No. 61 (“*Act 61*”) to the extent not repealed by Act 44; and the Act of November 25, 2013, P.L. 974, No. 89 (“*Act 89*”) (collectively, the “*Enabling Acts*”), and the Resolutions adopted by the Commission on September 2, 2014 (the “*Bond Resolution*”).

Plan of Financing

The 2014 Bonds are being issued for the purpose of financing the costs of: (i) the current refunding of the Commission’s outstanding Turnpike Revenue Bonds, Series A of 2004 (the “2004A Bonds”); and (ii) issuing the 2014 Bonds.

DESCRIPTION OF THE 2014 BONDS

General

The 2014 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 2014 Bonds will accrue from their Dated Date and will be payable semi-annually to maturity (or earlier redemption) on each June 1 and December 1, commencing on June 1, 2015 (each, an “*Interest Payment Date*”).

The 2014 Bonds shall have a Series Issue Date which shall be the date of original issuance and first authentication and delivery against payment therefor. 2014 Bonds issued prior to the first Interest Payment Date following the Series Issue Date shall have a “Dated Date” of November 26, 2014. 2014 Bonds issued on or subsequent to the first Interest Payment Date shall have a “Dated Date” which is the same as the Interest Payment Date next preceding the date of authentication hereof, unless such date of authentication shall be an Interest Payment Date to which interest on the 2014 Bonds has been paid in full or duly provided for, in which case they shall have a “Dated Date” which is the same as such date of authentication; provided that if, as shown by the records of the Trustee, interest on any of the 2014 Bonds shall be in default, 2014 Bonds issued in exchange for such 2014 Bonds surrendered for transfer or exchange shall have a “Dated Date” which is the same as the date to which interest has been paid in full on such 2014 Bonds or, if no interest has been paid on such 2014 Bonds, the Series Issue Date of such 2014 Bonds.

CUSIP numbers for the 2014 Bonds as shown on the inside front cover page of this Official Statement have been assigned by the Committee on Uniform Securities Identification Procedures Bureau, an organization not affiliated with the Commission. The CUSIP numbers are being provided solely for the convenience of the holders of the 2014 Bonds. The Commission is not responsible for the selection or uses of the CUSIP numbers, nor is any representation made as to the correctness or accuracy of the numbers on the 2014 Bonds or as referenced on the cover page of this Official Statement.

Payment of Principal of and Interest on the 2014 Bonds. The principal of and interest on the 2014 Bonds shall be payable in any coin or currency of the United States of America which on the respective dates of payment thereof is legal tender for the payment of public and private debts. The principal of all 2014 Bonds shall be payable by check at maturity or upon earlier redemption to the Persons in whose names such 2014 Bonds are registered on the Bond Register at the maturity or

redemption date thereof, upon the presentation and surrender of such 2014 Bonds at the Principal Office of the Trustee or of any Paying Agent named in the 2014 Bonds.

The interest payable on each 2014 Bond on any Interest Payment Date shall be paid by the Trustee to the Person in whose name such Bond is registered on the Bond Register at the close of business on the Record Date (as defined below) for such interest, such payment to be made (i) by check mailed on the applicable Interest Payment Date to such Registered Owner at the address as it appears on such Bond Register or at such other address as is furnished to the Trustee in writing by such Owner or (ii) by electronic transfer in immediately available funds, if the 2014 Bonds are held by a Securities Depository, or at the written request addressed to the Trustee by any Owner of 2014 Bonds in the aggregate principal amount of not less than \$1,000,000, such request to be signed by such Owner, and containing the name of the bank (which shall be in the continental United States), its address, its ABA routing number, the name and account number to which credit shall be made and an acknowledgment by the Owner that an electronic transfer fee is payable. Any such written request must be filed with the Trustee no later than ten (10) Business Days before the applicable Record Date preceding such Interest Payment Date.

The “**Record Date**” for determining the Owner entitled to payment of interest with respect to the 2014 Bonds on any given Interest Payment Date is the fifteenth (15th) day (whether or not a Business Day) of the month immediately preceding such Interest Payment Date.

In the event interest on any 2014 Bond is not paid when due (“Defaulted Interest”), the provisions relating to Defaulted Interest under the Supplemental Indenture No. 36 shall apply. See APPENDIX C – “SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE – THE SENIOR INDENTURE” for information with respect to the payment of Defaulted Interest.

So long as the 2014 Bonds are in book-entry only form, the principal and redemption price of, and interest on, such 2014 Bonds is payable by check mailed or wire transferred to Cede & Co., as nominee for DTC and Registered Owner of the 2014 Bonds, for redistribution by DTC to its Participants and in turn to Beneficial Owners as described under “DESCRIPTION OF THE 2014 BONDS – Book-Entry Only System.”

Authorized Denominations. The 2014 Bonds will be issued as fully registered bonds in authorized denominations of \$5,000 and any integral multiple thereof.

Registration, Transfer and Exchange. The Trustee has been appointed Bond Registrar and as such shall keep the Bond Register at its Principal Office. The Person in whose name any 2014 Bond shall be registered on the Bond Register shall be deemed and regarded as the absolute owner of such 2014 Bond for all purposes, and payment of or on account of the principal and interest on any such 2014 Bond shall be made only to or upon the order of the Registered Owner thereof or his legal representative. All such payments shall be valid and effectual to satisfy and discharge the liability upon such 2014 Bond, including the interest thereon, to the extent of the sum or sums so paid.

Any 2014 Bond may be transferred only upon the Bond Register upon surrender thereof to the Trustee duly endorsed for transfer or accompanied by an assignment duly executed by the Registered Owner or his attorney or legal representative in such form as shall be satisfactory to the Trustee. Upon any such transfer, the Commission shall execute and the Trustee shall authenticate and deliver in exchange for such 2014 Bond a new 2014 Bond or 2014 Bonds, registered in the name of the transferee, of any Authorized Denomination and of the same maturity and series and bearing interest at the same rate.

The Commission, the Securities Depository or the Trustee may charge an amount sufficient to reimburse it for any tax, fee or other governmental charge required to be paid in connection with any such transfer or exchange. The Trustee shall not be required to (i) transfer or exchange any 2014 Bond during

a period beginning at the opening of business 15 days before the day of the mailing of a notice of redemption of such 2014 Bond and ending at the close of business on the day of such mailing, or (ii) transfer or exchange any 2014 Bond so selected for redemption in whole or in part, or (iii) transfer or exchange any 2014 Bond during a period beginning at the opening of business on any Record Date for such 2014 Bond and ending at the close of business on the relevant Interest Payment Date therefor. See also “DESCRIPTION OF THE 2014 BONDS - Book-Entry Only System” herein for further information regarding registration, transfer and exchange of the 2014 Bonds.

The 2014 Bonds provide that each Registered Owner, Beneficial Owner, Participant or Indirect Participant (as such terms are defined hereinafter), by acceptance of a 2014 Bond (including receipt of a book-entry credit evidencing an interest therein), assents to all of the provisions of the Senior Indenture.

Redemption of 2014 Bonds

Optional Redemption. The 2014 Bonds are subject to optional redemption by the Commission, in whole or in part on or after December 1, 2024, at any time and from time to time, at a redemption price of 100% of the principal amount thereof to be redeemed plus, in each case, accrued interest on the 2014 Bonds to be redeemed to the redemption date.

Selection of 2014 Bonds to be Redeemed. 2014 Bonds shall be redeemed only in Authorized Denominations. Any partial optional redemption of the 2014 Bonds may be made in any order of maturity and in any principal amount within a maturity as designated by the Commission. The particular 2014 Bonds within a maturity to be redeemed, in whole or in part, shall be determined by the Trustee by lot or by such other method as the Trustee deems fair and appropriate.

When 2014 Bonds of denominations greater than the minimum Authorized Denomination are then Outstanding, then for all purposes in connection with such redemption each principal amount equal to the minimum Authorized Denomination shall be treated as though it was a separate 2014 Bond of the minimum Authorized Denomination. If it is determined that a portion, but not all, of the principal amount represented by any 2014 Bond is to be selected for redemption, then upon notice of intention to redeem such portion, the Owner of such 2014 Bond or such Owner’s attorney or legal representative shall forthwith present and surrender such 2014 Bond to the Trustee (1) for payment of the redemption price (including interest to the date fixed for redemption) of the principal amount called for redemption, and (2) for exchange, without charge to the Owner thereof for a new 2014 Bond or 2014 Bonds of the aggregate principal amount of the unredeemed portion of the principal amount of such 2014 Bond. If the Owner of any such 2014 Bond shall fail to present such 2014 Bond to the Trustee for payment and exchange as aforesaid, said 2014 Bond shall, nevertheless, become due and payable on the redemption date to the extent of the principal amount called for redemption (and to that extent only).

Notice and Effect of Call for Redemption. Official notice of any such redemption shall be given by the Trustee on behalf of the Commission by mailing a copy of an official redemption notice by first class mail at least 30 days and not more than 60 days prior to the redemption date to each Registered Owner of the 2014 Bonds to be redeemed at the address shown on the Bond Register or at such other address as is furnished in writing by such Registered Owner to the Trustee. Official notice of redemption having been given as aforesaid, the 2014 Bonds or portions of 2014 Bonds so to be redeemed shall, on the redemption date, become due and payable at the redemption price specified therein, and from and after such date (unless the Commission shall default in the payment of the redemption price) such 2014 Bonds or portions of 2014 Bonds shall cease to bear interest.

As long as DTC remains the sole Registered Owner of the 2014 Bonds, notice of redemption shall be sent to DTC as provided in the Senior Indenture. Any failure of DTC to advise any DTC Participant, or of any DTC Participant or Indirect Participant to notify the Beneficial Owner, of any such

notice and its content or effect will not affect the validity of the redemption of the 2014 Bonds called for redemption or of any other action premised on such notice. See “BOOK – ENTRY ONLY SYSTEM.”

An optional redemption 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 redemption date and/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 redemption shall be of no effect if such moneys are not so deposited or if the notice is rescinded as described below.

Any Conditional Redemption may be rescinded in whole or in part at any time prior to the redemption date if the Commission delivers a certificate of a Commission Official to the Trustee instructing the Trustee to rescind the redemption notice. The Trustee shall give prompt notice of such rescission to the affected Bondholders. Any Bonds subject to Conditional Redemption where redemption has been rescinded shall remain Outstanding, and the rescission shall not constitute an Event of Default.

Further, in the case of a Conditional Redemption, the failure of the Commission to make funds available in part or in whole on or before the redemption date shall not constitute an Event of Default.

Failure to give any notice to any Owner, or any defect therein, shall not affect the validity of any proceedings for the redemption of any other 2014 Bonds. Any notice mailed shall be conclusively presumed to have been duly given and shall become effective upon mailing, whether or not any Owner receives the notice.

Book-Entry Only System

The Depository Trust Company (“**DTC**”), New York, New York, will act as securities depository for the 2014 Bonds. The 2014 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 2014 Bond certificate will be issued in the aggregate principal amount of each maturity of the 2014 Bonds, and will be deposited with DTC.

DTC, the world’s largest 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, corporate and municipal debt issues, and money market instruments (from over 120 countries) that DTC’s participants (“**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 (“**Indirect Participants**”). DTC has a Standard & Poor’s rating of

AA+. The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at www.dtcc.com.

Purchases of 2014 Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the 2014 Bonds on DTC's records. The ownership interest of each actual purchaser of each 2014 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 2014 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 2014 Bonds, except in the event that use of the book-entry system for the 2014 Bonds is discontinued.

To facilitate subsequent transfers, all 2014 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 2014 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 2014 Bonds; DTC's records reflect only the identity of the Direct Participants to whose accounts such 2014 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 2014 Bonds may wish to take certain steps to augment transmission to them of notices of significant events with respect to the 2014 Bonds, such as redemptions, defaults, and proposed amendments to the security documents. For example, Beneficial Owners of 2014 Bonds may wish to ascertain that the nominee holding the 2014 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 2014 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 2014 Bonds unless authorized by a Direct Participant in accordance with DTC's 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 2014 Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Payments of principal, premium, if any, and interest on the 2014 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 2014 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, 2014 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, 2014 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 2014 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 SENIOR INDENTURE TO BE GIVEN HOLDERS OR OWNERS OF BOOK-ENTRY 2014 BONDS; (5) THE SELECTION OF THE BENEFICIAL OWNERS TO RECEIVE PAYMENT IN THE EVENT OF ANY PARTIAL REDEMPTION OF BOOK-ENTRY 2014 BONDS; OR (6) ANY ACTION TAKEN BY DTC OR ITS NOMINEE AS THE REGISTERED OWNER OF BOOK-ENTRY 2014 BONDS.

In the event that the Book-Entry Only System is discontinued and the Beneficial Owners become Registered Owners of the 2014 Bonds, the 2014 Bonds will be transferable in accordance with the provisions of the Senior 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”.

The present 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) completed segments of the Mon/Fayette Expressway project totaling approximately 48 miles; and (vi) a six mile Southern Beltway project from PA 60 to US 22, near the Greater Pittsburgh International Airport. Such roads, together with any other roads for which the Commission has operational responsibility and is collecting Tolls (as defined below), 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 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 has a total of 67 interchanges which connect it with major arteries and population centers in its 552 mile traffic corridor. Thirty-one of the interchanges are located on the Turnpike Mainline, including barriers at the New Jersey and Ohio state lines, and 10 interchanges are situated on the Northeast Extension. The additional 25 interchanges are located on the three extensions previously noted. There are 17 service plazas along the System providing a mixture of gasoline, diesel fuel, electric charging and compressed natural gas refueling (at limited locations currently), other automotive supplies and services, and restaurant services.

Revenue Sources of the Commission

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

Tolls. 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 “*Turnpike Revenue Bonds*”) and other parity obligations 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. Upon the issuance of the 2014 Bonds offered pursuant to this Official Statement and the refunding of the 2004A Bonds, there will be \$3,494,860,000 in aggregate principal amount of fixed and variable rate Turnpike Revenue Bonds Outstanding under the Senior Indenture. Other obligations issued and Outstanding under the Senior Indenture include the Commission’s obligations under various interest rate swap agreements having a total current notional amount of \$1,471,233,000, as well as obligations under various letter of credit reimbursement agreements and standby bond purchase agreements relating to outstanding variable rate Turnpike Revenue Bonds. See APPENDIX A - “THE PENNSYLVANIA TURNPIKE COMMISSION – Financial Policies and Guidelines – Disclosure and Financial Reporting.” The Tolls are not pledged to secure the Subordinate Revenue Bonds (as defined below), the Special Revenue Bonds (as defined below), the Oil Franchise Tax Revenue Bonds (as defined below) and the Registration Fee Revenue Bonds (as defined below). 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 Subordinate Revenue Bonds and Special Revenue Bonds.

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, see APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – 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 eliminate toll revenues from such roads from the definition of Tolls under the Senior Indenture. However, the Commission currently has no plans to remove 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 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 Senior Indenture.

Oil Franchise Tax Revenues. The Commission's second principal stream of revenues consists of that portion of the Commonwealth's oil franchise tax revenues (the "***Oil Franchise Tax Revenues***") allocated by statute to the Commission or the holders of the Commission's Oil Franchise Tax Revenue Bonds (the "***Oil Franchise Tax Revenue Bonds***"), \$750,427,709.95 of which are currently issued and outstanding (including compounded amounts as of June 1, 2014 for capital appreciation bonds). The Oil Franchise Tax Revenue Bonds, the proceeds of which were spent on portions of the Mon/Fayette Expressway and the Southern Beltway, are secured solely by Oil Franchise Tax Revenues. **The Oil Franchise Tax Revenues are not pledged to secure the 2014 Bonds, other Turnpike Revenue Bonds, the Subordinate Indenture Bonds (as defined herein) or the Registration Fee 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***"), \$409,880,000 of which are currently issued and 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 Registration Fee Revenues. Registration Fee Revenue Bonds are to be paid solely from the Registration Fee Revenues. **The Registration Fee Revenues are not pledged to secure the 2014 Bonds, other Turnpike Revenue Bonds, the Subordinate Indenture Bonds or the Oil Franchise Tax Revenue Bonds.**

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

Recent Pennsylvania Legislation Affecting Transportation Funding

Pursuant to Act 89, the comprehensive transportation legislation recently enacted by the Pennsylvania legislature, the Commission's funding obligations under Act 44 have significantly changed. For a discussion of such legislative changes and their impact on Act 44 and the Commission generally,

see APPENDIX A – “THE PENNSYLVANIA TURNPIKE COMMISSION – THE COMMISSION – Enabling Acts.”

Traffic and Revenue Study

Attached hereto as APPENDIX F is the Pennsylvania Turnpike 2012 Traffic and Revenue Forecast Study prepared by CDM Smith (formerly Wilbur Smith Associates) dated March 9, 2012 (the “*2012 Traffic Study*”), together with a “bring down” letter developed by CDM Smith dated March 18, 2013 (the “*2013 Bring Down Letter*”) and a “bring down” letter developed by CDM Smith dated February 27, 2014 (the “*2014 Bring Down Letter*”) and collectively with the 2012 Traffic Study and the 2013 Bring Down Letter, the “*Traffic Study*”). The Traffic Study, which should be reviewed in its entirety, updates the study conducted by Wilbur Smith Associates in January 2009, together with “bring down” letters developed by Wilbur Smith Associates in March 2010 and February 2011, updating forecasts developed in the January 2009 study. Total adjusted gross toll revenue is estimated to increase from \$780.8 million in Fiscal Year 2011-2012 to \$3.6 billion by Fiscal Year 2040-41, representing 5.4% annualized growth. The 2014 Bring Down Letter revenue forecasts are slightly higher between Fiscal Year 2012-2013 and Fiscal Year 2016-2017 than reflected in the 2013 Bring Down Letter and the 2012 Traffic Study, due to actual toll increases that were greater than originally forecast, particularly with respect to cash customers versus E-ZPass customers. The 2014 Bring Down Letter projects lower revenues than the 2013 Bring Down Letter beginning in Fiscal Year 2017-2018 based on an assumed higher rate of E-ZPass market share and its overall effect on the average toll rate of the System. As noted in the 2014 Bring Down Letter, lower economic growth was realized in 2013 than was forecast and current economic growth projections are lower for 2014 through 2016 than were previously forecast with the largest variance in 2014. Beyond 2015, growth is assumed to be moderate. Traffic data for Fiscal Year 2013-2014 indicates a 6.2% increase in adjusted gross toll revenue, with an increase in traffic volume of 0.4%, as compared to Fiscal Year 2012-2013. Economic conditions and gasoline price increases impacted traffic volumes during Fiscal Year 2012-2013 and 2013-2014. Preliminary unaudited traffic data for the first three months of Fiscal Year 2014-2015, ended August 31, 2014, indicates a 7.6% increase in adjusted gross toll revenue, with an increase in traffic volume of 1.5% as compared to the same period in Fiscal Year 2013-2014. See APPENDIX A, “THE PENNSYLVANIA TURNPIKE COMMISSION—CERTAIN FINANCIAL INFORMATION – Five-Year Financial History.” The Traffic Study should be read in its entirety for a full description of the assumptions and methodologies used to develop such forecasts. The Commission believes that it will have sufficient revenue to meet the debt, capital and operational obligations of the Commission in future years. See “CERTAIN RISK FACTORS” and APPENDIX F – “TRAFFIC AND REVENUE STUDY”.

PLAN OF FINANCING

The 2014 Bonds are being issued for the purpose of financing the costs of: (i) the current refunding of the 2004A Bonds; and (ii) issuing the 2014 Bonds. It is expected that the 2004A Bonds will be called for optional redemption on December 1, 2014.

ESTIMATED SOURCES AND USES OF FUNDS

SOURCES OF FUNDS

Par Amount of 2014 Bonds	\$239,620,000.00
Original Issue Premium	31,049,288.90
Cash Contribution of the Commission	<u>193,538.37</u>
TOTAL SOURCES	<u>\$270,862,827.27</u>

USES OF FUNDS

Refunding of 2004A Bonds	\$269,245,000.00
Accrued Interest of the 2004A Bonds	193,538.37
Costs of Issuance of 2014 Bonds ⁽¹⁾	<u>1,424,288.90</u>
TOTAL USES	<u>\$270,862,827.27</u>

⁽¹⁾ Costs of Issuance include, but are not limited to, Underwriters' discount, legal fees, rating agency fees, printing expenses, Financial Advisor fees, Trustee's fees and other miscellaneous costs and expenses.

SECURITY FOR THE 2014 BONDS

Security

The 2014 Bonds are limited obligations of the Commission. They are secured, along with the other outstanding Turnpike Revenue Bonds and certain other Parity Obligations, under the Senior Indenture by the pledge by the Commission to the Trustee of (1) all Revenues (which includes all Tolls), (2) all moneys deposited into accounts or funds, other than the Rebate Fund, created by the Senior Indenture, (3) any insurance proceeds required to be deposited under the Senior Indenture, (4) all payments received pursuant to Parity Swap Agreements, and (5) all investment earnings on all moneys held in accounts and funds, other than the Rebate Fund, established by the Senior Indenture (all five of these items being collectively referred to as the "*Trust Estate*").

OIL FRANCHISE TAX REVENUES AND REGISTRATION FEE REVENUES, AS WELL AS OTHER SOURCES OF THE COMMISSION'S REVENUES NOT DERIVED FROM TOLLS, INCLUDING CONCESSION REVENUE, ARE EXCLUDED FROM THE TRUST ESTATE. THE TRUST ESTATE ALSO EXCLUDES ALL MONEYS HELD IN THE REBATE FUND. ANY ADDITIONAL BONDS AND PARITY OBLIGATIONS ISSUED PURSUANT TO THE SENIOR INDENTURE (OTHER THAN SUBORDINATE INDEBTEDNESS) WILL BE EQUALLY AND RATABLY SECURED UNDER THE SENIOR INDENTURE, EXCEPT TO THE EXTENT SUCH ADDITIONAL BONDS ARE NOT DEBT SERVICE RESERVE FUND BONDS.

THE 2014 BONDS SHALL NOT BE DEEMED TO BE A DEBT OF 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 THEREFOR OR TO MAKE ANY APPROPRIATION FOR THE PAYMENT OF ANY OF THE 2014 BONDS.

Payments of the principal of and the interest on the Turnpike Revenue Bonds, including the 2014 Bonds and any Additional Bonds and payments on certain other Parity Obligations, are secured, pro rata and without preference or priority of one Turnpike Revenue Bond or Parity Obligation over another, by a valid pledge of the Trust Estate and by the Senior Indenture, except to the extent that such Bonds are not Debt Service Reserve Fund Bonds. **The 2014 Bonds are Debt Service Reserve Fund Bonds.**

The Senior Indenture further provides that the Commission may not issue Additional Bonds or incur other Parity Obligations except upon satisfaction of various requirements as expressly provided in the Senior Indenture. See “SECURITY FOR THE 2014 BONDS – Additional Bonds Test” and APPENDIX C – “SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE.”

Rate Covenant

The Commission has agreed 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 Indebtedness then outstanding under the provisions of the Senior Indenture; or (ii) 100% of the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness, plus (a) the amount of required transfers from the Revenue Fund to the credit of the Reserve Maintenance Fund pursuant to the Annual Capital Budget, and (b) an amount sufficient to restore any deficiency in the Debt Service Reserve Fund, if applicable, within an 18-month period; plus (2) the amount of any Short-Term Indebtedness outstanding pursuant to 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 Indebtedness, shall be sufficient to pay the Annual Debt Service for any Subordinated Indebtedness. See also “SECURITY FOR THE 2014 BONDS – General Reserve Fund” below for discussion of the rate covenant applicable to Subordinate Indenture Bonds under the Subordinate Trust Indenture, dated as of April 1, 2008, between the Commission and TD Bank, National Association, as successor trustee, as heretofore amended and supplemented (the “*Subordinate Indenture*”).

The Commission’s failure to meet the Rate Covenant shall not constitute an Event of Default under the Senior Indenture if (i) no Event of Default occurred in debt service payments on Bonds or other Parity Obligations 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 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 an 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 Event of Default has occurred in debt service payments on Bonds or other Parity Obligations. 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 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 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 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 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.

The Commission covenants in the Senior Indenture to classify Tolls 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 or other Toll collection technologies, traffic management systems, and similar classifications. The Commission has covenanted in the Senior Indenture 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 Commission employees and the Army, Air Force, Navy, Coast Guard, Marine Corps or militia 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 does not meet the 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 Rate Covenant.

In addition, in the event the Commission does 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 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 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.

Revenue Fund

All Revenues will be deposited daily, as near as practicable, with the Trustee or in the name of the Trustee with a depository or depositories designated by the Commission and approved by the Trustee, to the credit of the Revenue Fund. The moneys in the Revenue Fund are to be held by the Trustee in trust and applied in accordance with the Senior Indenture.

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

- (a) Rebate Fund;
- (b) Operating Account;
- (c) Debt Service Fund;
- (d) Reserve Maintenance Fund;
- (e) Debt Service Reserve Fund, if applicable; and
- (f) General Reserve Fund.

Operating Account

The Commission shall establish an account known as the Operating Account which shall be held by the Commission in the name of the Commission outside of the Senior Indenture until applied as set forth in the Senior Indenture. The Trustee shall transfer from the Revenue Fund on or before the last Business Day of each month to the credit of the Operating Account an amount equal to (a) the amount shown by the Annual Operating Budget to be necessary to pay Current Expenses for the ensuing month and (b) an amount certified by a Commission Official as being reasonably necessary to pay Current Expenses which are expected for such month, after taking into account the amount on deposit in the Operating Account (including the amount described in clause (a) above).

Debt Service Fund

After first having made the foregoing specified deposits to the Operating Account, the Trustee is required to withdraw from the Revenue Fund and deposit to the applicable account in the Debt Service Fund held by the Trustee under the Senior Indenture, 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 last Business Day preceding an Interest Payment Date, an amount which equals the interest due on such Interest Payment Date on any Bonds or Parity Obligations; provided, however, that in the case of any fixed rate bonds, term mode bonds and multi-modal fixed mode bonds (collectively, "***Fixed Rate Bonds***"), the withdrawal from the Revenue Fund and deposit to the Debt Service Fund shall be made on or before the first Business Day of each calendar month in an amount which equals the amount necessary to pay, and for the purpose of paying, one-sixth (1/6) of the interest due on any Fixed Rate Bonds issued under the Senior Indenture on the next succeeding Interest Payment Date (or, in the case of the period from the date of issuance of such Fixed Rate Bonds to the first Interest Payment Date for the applicable Fixed Rate Bonds, a monthly amount equal to the interest amount owed on such first Interest Payment Date divided by the number of months from the date of issuance of such Fixed Rate Bond to such first Interest Payment Date) plus any accumulated unfunded balance relating to prior months' deposit requirements;

(b) On or before the last Business Day preceding a principal payment date, an amount which equals the principal amount of the Bonds or Parity Obligations maturing on such principal payment date; provided, however, that in the case of any Fixed Rate Bonds, the withdrawal from the Revenue Fund and deposit to the Debt Service Fund shall be made on or before the first Business Day of each calendar month in an amount which equals one-twelfth (1/12) of the

amount necessary to pay and for the purpose of paying the principal amount of any Fixed Rate Bonds issued under the Senior Indenture maturing (including mandatory sinking fund installments) on the next succeeding principal payment date (or, in the case of the period from the date of issuance of such Fixed Rate Bonds to the first date on which principal is due on such Fixed Rate Bonds, a monthly amount equal to the principal amount owed on such first principal maturity date divided by the number of months from the date of issuance of such Fixed Rate Bond to such first principal maturity date) plus any accumulated unfunded balance relating to prior months' deposit requirements; and

(c) On the dates specified in any Supplemental Indenture relating to Additional Bonds or Parity Obligations, the amounts required to be deposited on said dates to the credit of the Interest Account or Principal Account pursuant to the provisions of such Supplemental Indenture for the purpose of paying the interest on and the principal of such Additional Bonds.

The 2014 Bonds are Fixed Rate Bonds.

The Trustee is required to pay out of the Interest Account, from time to time, without further authorization from the Commission, and as the same shall become due and payable, the interest upon the Bonds, except to the extent payable from funds and accounts other than the Debt Service Fund, as provided in any Supplemental Indenture. The Trustee is required likewise to pay out of the Principal Account, from time to time, without further authorization from the Commission, as the same shall become due and payable, the principal of the Bonds, except to the extent payable from funds and accounts other than the Debt Service Fund, as provided in any Supplemental Indenture.

If at the time the Trustee is required to make a withdrawal from the Debt Service Fund and 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 following funds or accounts and transfer the same to the Debt Service Fund in the following order: the Debt Service Reserve Fund, if applicable, the General Reserve Fund, and the Reserve Maintenance Fund.

Reserve Maintenance Fund

In each Fiscal Year, after first having made the deposits provided by the Senior Indenture with respect to the Rebate Fund, the Operating Account and the Debt Service Fund, the Trustee shall transfer from the Revenue Fund on or before the last Business Day of each month to the credit of the Reserve Maintenance Fund the amount shown in the Annual Capital Budget for the ensuing month.

Except as otherwise provided in the Senior Indenture, or except in case of an emergency, as characterized in a certificate signed by a Commission Official stating that the moneys to the credit of the Operating Account are insufficient to meet such emergency, moneys in the Reserve Maintenance Fund shall be disbursed to pay current capital expenditures shown in the Annual Capital Budget for the System, plus the cost of unusual or extraordinary maintenance (as determined solely by the Commission) and shall be disbursed only for such purposes, except to the extent hereinafter provided. Such purposes shall include, but not be limited to, paying the cost of constructing, improving and reconstructing improvements and betterments to all parts of the System now or hereafter open to vehicular traffic, including, without limitation, additional lanes, tunnels, interchanges, toll plazas, bridges and connecting roads, transit interface facilities and any other improvements deemed necessary or desirable by the Commission.

Payments from the Reserve Maintenance Fund, except the transfers which the Trustee is authorized to make, shall be made pursuant to a requisition process which follows the process described in the Senior Indenture for payments from the Construction Fund.

The Trustee shall transfer any moneys from the Reserve Maintenance Fund to the credit of the General Reserve Fund from time to time upon the receipt of a certificate of a Commission Official certifying that the amount so to be transferred is not required for the purposes for which the Reserve Maintenance Fund has been created.

Debt Service Reserve Fund

A Debt Service Reserve Fund has been established under the Senior Indenture to provide additional security for Debt Service Reserve Fund Bonds. **The 2014 Bonds are Debt Service Reserve Fund Bonds.**

The Senior 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 Maximum Annual Debt Service on account of all the Debt Service Reserve Fund Bonds. Debt Service Reserve Fund Bonds include Long-Term Indebtedness specified by the Commission in the Senior Indenture as being secured by the Debt Service Reserve Fund. See APPENDIX C – “SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE – THE SENIOR INDENTURE - Debt Service Reserve Fund” for information with respect to the Debt Service Reserve Fund under the Senior Indenture.

Funds currently on deposit in the Debt Service Reserve Fund will be sufficient to satisfy the Debt Service Reserve Requirement following the issuance of the 2014 Bonds. No additional deposit into the Debt Service Reserve Fund from the proceeds of the 2014 Bonds is required.

General Reserve Fund

After first having made the above specified deposits to the Operating Account, the Debt Service Fund, the Reserve Maintenance Fund and the Debt Service Reserve Fund, and while any Bonds are outstanding, the Trustee is required to transfer from the Revenue Fund on or before the last Business Day of each Fiscal 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 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 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.

The Trustee has been directed to disburse from the General Reserve Fund, to the trustee under the Subordinate Indenture, funds sufficient to meet debt service requirements on the Subordinate Indenture Bonds. Under the Subordinate 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 Subordinate Indenture to restore within 18 months any deficiency in the debt service reserve fund held under the Subordinate Indenture. Failure to meet this covenant will not constitute a default under the Subordinate Indenture (or the Senior Indenture), but will require the Commission to retain 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 Bonds outstanding under the Senior Indenture nor has the General Reserve Fund been used to restore any shortfalls in any Debt Service Reserve Fund for any Bonds. See also “ADDITIONAL INDEBTEDNESS – Subordinate Indenture Bonds.”

Additional Bonds Test

The Commission is permitted to issue Additional Bonds and other Indebtedness under the terms of the Senior Indenture, having a parity lien on the Trust Estate, in the form of Short-Term Indebtedness, Long-Term Indebtedness, Subordinated Indebtedness and Approved Swap Agreements, provided that there is no default, that certain resolutions, opinions, supplemental indentures, certifications and moneys and securities, if necessary, are delivered to the Trustee and that the following conditions are met:

(a) with respect to Short-Term Indebtedness, (1) immediately after the incurrence of such Short-Term Indebtedness, the outstanding principal amount of all Short-Term Indebtedness issued pursuant to the Senior Indenture may not exceed 30% of the Revenues for the most recent Fiscal Year for which audited financial statements are available; and (2) for a period of not fewer than seven consecutive days within each Fiscal Year, commencing with the Fiscal Year following the issuance of such Short-Term Indebtedness, the aggregate principal amount of all outstanding Short-Term Indebtedness is reduced to less than 5% of the Revenues for the immediately preceding Fiscal Year for which audited financial statements are available. Short-Term Indebtedness issued pursuant to the Senior Indenture will be on a parity with other Additional Bonds;

(b) with respect to Long-Term Indebtedness, prior to or contemporaneously with the incurrence thereof (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 Maximum Annual Debt Service on all Applicable Long-Term Indebtedness then Outstanding and on any Applicable Long-Term Indebtedness proposed to be issued (which report may assume any revisions of the Tolls which have been approved by the Commission after 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 Indebtedness is being incurred solely for the purpose 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;

(c) with respect to Subordinated Indebtedness, there is no limit, provided that the Subordinate Indebtedness is subordinate and junior in all respect to payment of all Bonds and other Parity Obligations incurred under the Senior Indenture so that the same is payable as to principal and interest once all other payments have been made under the Senior Indenture from

amounts on deposit to the credit of the General Reserve Fund as long as prior to or contemporaneously with the incurrence there is delivered to the Trustee, 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. Such Subordinated Indebtedness and the payment thereof may be secured by a lien and pledge (a) subordinate to that of the Bonds on the Revenues or (b) prior to, on a parity with or subordinate to, that of the Bonds on Other Revenues, in which event the Commission and the Trustee may establish such other accounts under the Senior Indenture as they deem necessary or appropriate; and

(d) with respect to Approved Swap Agreements, no Approved Swap Agreement will be entered into unless prior to or contemporaneously with the incurrence thereof, a certificate of a Commission Official as described in (b)(1) above, or a report of a Consultant as described in (b)(2) above, which takes into account the expected payments by and to the Commission pursuant to such Approved Swap Agreement in calculating Annual Debt Service is delivered.

ADDITIONAL INDEBTEDNESS OF THE COMMISSION

Bonds and Other Parity Obligations

The Commission has previously issued Bonds and Notes under the terms of the Senior Indenture that have an equal claim to the Trust Estate with the 2014 Bonds. Upon the issuance of the 2014 Bonds offered pursuant to this Official Statement and the refunding of the 2004A Bonds, there will be \$3,494,860,000 in aggregate principal amount of fixed and variable rate Turnpike Revenue Bonds Outstanding under the Senior Indenture. See APPENDIX C – “SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE.”

In addition to the Outstanding Bonds, the Commission has entered into various interest rate swap agreements with a total current notional amount of \$1,471,233,000 that constitute Parity Swap Agreements under the Senior Indenture. Under the terms of the Senior Indenture, regularly scheduled amounts payable under Parity Swap Agreements, and in certain cases termination payments, are secured on a parity with the Bonds by the Trust Estate. See APPENDIX A, “THE PENNSYLVANIA TURNPIKE COMMISSION — CERTAIN FINANCIAL INFORMATION – Financial Policies and Guidelines” and APPENDIX C, “SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE.”

Subordinate Indenture Bonds

Act 44 authorizes the Commission to issue bonds for the purpose of paying costs of 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 Funding Agreement. The Commission currently has \$3,979,705,466.10 (including compounded amounts as of June 1, 2014 for the Commission’s outstanding capital appreciation bonds) of Subordinate Revenue Bonds (the “*Subordinate Revenue Bonds*”) outstanding under the Subordinate Indenture under the authorization of Act 44 to be paid solely from moneys released from the General Reserve Fund (such bonds are therefore subordinate to Bonds and other Parity Obligations under the Senior Indenture).

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. The Commission has not entered into any parity swap agreements under the Subordinate Indenture.

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.

Under Act 44, the Commission may also issue up to \$5 billion of Special Revenue Bonds guaranteed by the Motor License Fund under Act 44 (the “*Special Revenue Bonds*” and, together with the Subordinate Revenue Bonds, the “*Subordinate Indenture Bonds*”) which are subordinate to Parity Obligations issued under the Senior Indenture and to the Subordinate Revenue Bonds issued under the Subordinate Indenture. 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 billion; no more than \$600,000,000 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 a pledge of amounts in 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. Pursuant to Act 89, Special Revenue Bonds may not be issued by the Commission to fund any portion of its annual payment obligation after July 1, 2014, although Special Revenue Refunding Bonds may be issued. The Commission has issued Special Revenue Bonds in the original aggregate principal amount of \$970,382,788.95 (inclusive of compounded amounts as of June 1, 2014 for capital appreciation bonds). See APPENDIX A, “THE PENNSYLVANIA TURNPIKE COMMISSION – THE COMMISSION – Enabling Acts,” for a description of the Subordinate Revenue Bonds and Special Revenue Bonds which the Commission is authorized to issue under Act 44.

Other Bonds Issued by Commission – No Claim on Trust Estate

The Commission has also issued Oil Franchise Tax Revenue Bonds that are currently outstanding in the aggregate principal amount of \$750,427,709.95 (inclusive of compounded amounts as of June 1, 2014 for capital appreciation bonds) and Registration Fee Revenue Bonds that are currently outstanding in the aggregate principal amount of \$409,880,000. 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 interest rate exchange agreements (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 Registration Fee Revenues are pledged to secure the 2014 Bonds.

Upcoming Commission Financings

See APPENDIX A – “THE PENNSYLVANIA TURNPIKE COMMISSION – CERTAIN FINANCIAL INFORMATION – Future Financing Considerations” for a discussion of future financings planned or contemplated by the Commission.

CERTAIN RISK FACTORS

There are various factors 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 2014 Bonds. The following is intended only as a summary of certain risk factors attendant to an investment in the 2014 Bonds and is not intended to be exhaustive. In order 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 Bond Documents in order to make a judgment as to whether the 2014 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 Funding Agreement, Act 44, 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 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 2014 Bonds.

In addition, 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. 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. See APPENDIX F – “TRAFFIC AND REVENUE STUDY.”

If the Commission experiences financial problems, delays in payment or losses on the 2014 Bonds may result

Adverse changes in the Commission’s financial condition could result in a failure to make its payments, or a delay in payments, to the Trustee with respect to the 2014 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 mass transit systems;
- 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;
- Increased unfunded healthcare and other non-pension post-employment benefits;
- Increased pension costs; and
- Increased fuel costs.

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 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 swaps 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.

Certain legislative actions may result in adverse changes to the Commission or its Enabling Acts

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 timely pay the 2014 Bonds. See APPENDIX A, “THE PENNSYLVANIA TURNPIKE COMMISSION — THE COMMISSION – Recent Developments and Pending Legislation”.

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. Sequestration will affect the federal subsidy payable to the Commission with respect to its outstanding Build America Bonds. The Commission currently has \$1,104,675,000 in principal amount of Build America Bonds outstanding, and is entitled to receive approximately \$22,387,000 in federal subsidy annually with respect to such Build America Bonds. Based on guidance issued by the Internal Revenue Service (the “IRS”) in March 2013, the amount of such federal subsidy payable to the Commission was reduced by 8.7% or approximately \$1,947,699 for payments through September 30, 2013. Pursuant to the Bipartisan Budget Act of 2013 (Public Law 113-67), such federal subsidy was reduced by 7.2% or approximately \$1,611,864 for payments through September 30, 2014. Based on guidance issued by the IRS in October 2014, the federal subsidy will be reduced by 7.3% or approximately \$1,634,242 for payments through September 30, 2015. Reductions in future federal years are currently unknown. 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.

Possible changes in federal tax laws could affect the excludability or deductibility of interest on tax-exempt bonds such as the 2014 Bonds

Current and future legislative proposals, if enacted into law, could cause interest on the 2014 Bonds to be subject, directly or indirectly, to federal income taxation, or to be subject to or not be exempted from state income taxation, or otherwise prevent the owners of the 2014 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 2014 Bonds. Prospective purchasers of the 2014 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.”

The 2014 Bonds may be repaid early due to the exercise of the redemption option. If this happens, yield may be affected and Bondholders will bear reinvestment risk

The 2014 Bonds may be redeemed prior to their final maturity if the Commission exercises its option to redeem the 2014 Bonds. Bondholders bear the risk that monies 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 2014 Bonds upon an Event of Default under the Senior 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 Senior 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 2014 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.

AUDITED FINANCIAL STATEMENTS

The financial statements of the Commission for the years ended May 31, 2014 and May 31, 2013 are set forth in APPENDIX B – “AUDITED 2014 AND 2013 FINANCIAL STATEMENTS” certified by Zelenkofske Axelrod, LLC, in its capacity as Independent Auditor. The Commission has not asked Zelenkofske Axelrod, LLC to perform any additional review procedures in connection with this Official Statement.

CONTINUING DISCLOSURE

The Commission will enter into a Continuing Disclosure Undertaking for the benefit of the Registered Owners from time to time of the 2014 Bonds (the “*Disclosure Undertaking*”) pursuant to Rule 15c2-12 promulgated by the United States Securities and Exchange Commission (the “*SEC*”) under the Securities Act of 1933, as amended (the “*Rule*”).

Pursuant to the Disclosure Undertaking, 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 (“*Repository*”) under the Rule, via electronic transmissions pursuant to the MSRB’s Electronic Municipal Market Access System (“*EMMA*”), accessible at <http://emma.msrb.org>, the following information and notices:

(a) Within 180 days of the end of each fiscal year of the Commission commencing with the fiscal year ending May 31, 2015, annual financial information (collectively, the “*Annual Financial Information*”), consisting of: (i) financial and operating data of the type set forth in this Official Statement in Tables I, II and III contained in APPENDIX A, “THE PENNSYLVANIA TURNPIKE COMMISSION – CERTAIN FINANCIAL INFORMATION”; (ii) the Commission’s audited financial statements for such fiscal year; and (iii) a summary of any material legislative or regulatory developments affecting Act 44 or Act 89 since the Commission’s most recent annual financial information filing. In the event that the Commission’s audited financial statements are not available within 180 days of the close of the applicable fiscal year, the Annual Financial Information will contain unaudited financial statements and the audited financial statements will be provided for filing when available.

(b) Notice of the occurrence of any of the following events with respect to the 2014 Bonds, within ten (10) business days after the occurrence of such event: (i) principal and interest payment delinquencies; (ii) non-payment related defaults, if material; (iii) unscheduled draws on debt service reserves reflecting financial difficulties; (iv) unscheduled draws on credit enhancements reflecting financial difficulties; (v) substitution of credit or liquidity providers, or their failure to perform; (vi) adverse tax opinions, the issuance by the IRS 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 2014 Bonds or other events affecting the tax status of the 2014 Bonds; (vii) modifications to rights of holders of the 2014 Bonds, if material; (viii) 2014 Bond calls, if material, and tender offers; (ix) defeasances; (x) release, substitution, or sale of property securing repayment of the 2014 Bonds, if material; (xi) rating changes; (xii) bankruptcy, insolvency, receivership or similar proceeding of the Commission; (xiii) 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 of a definitive agreement to undertake such an action or the termination of a definitive agreement relating to such actions, other than pursuant to its terms, if material; and (xiv) appointment of a successor or additional trustee or the change of name of a trustee, if material.

The foregoing fourteen (14) events are quoted from the Rule. The SEC requires the listing of the events listed in clauses (i) through (xiv) above, although some of such events may not be applicable to the 2014 Bonds. For example, the events listed in clauses (iv) and (v) are not applicable to the 2014 Bonds because there is no credit or liquidity enhancement providing for the payment of the 2014 Bonds.

The Commission may amend the Disclosure Undertaking and waive any of the provisions thereof, but no such amendment or waiver shall be executed and effective unless: (i) 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; (ii) the Disclosure Undertaking, as modified by the amendment or waiver, would have been the written undertaking contemplated by the Rule at the time of original issuance of the 2014 Bonds, taking into account any amendments or interpretations of the Rule; and (iii) the amendment or waiver does not materially impair the interests of the Registered Owners of the 2014 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 each Repository (presently only the MSRB by electronic transmissions under EMMA) and shall be sent to the Registered Owners of the 2014 Bonds.

The Disclosure Undertaking will recite that it is entered into for the benefit of the Registered Owners from time to time of the 2014 Bonds. For the purposes of the Disclosure Undertaking, for so long as the 2014 Bonds are registered in the name of DTC or its nominee, “**Registered Owner**” shall mean and include the holder of a book-entry credit evidencing an interest in the 2014 Bonds. Holders of book-entry credits may file their names and addresses with the Commission for the purposes of receiving notices or giving direction under the Disclosure Undertaking.

A default under the Disclosure Undertaking shall not be deemed to be a default under the 2014 Bonds or the Senior Indenture, and the sole remedy to enforce the provisions of the Disclosure Undertaking 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 Disclosure Undertaking.

The Disclosure Undertaking will terminate (1) upon payment or provision for payment in full of the 2014 Bonds, (2) upon repeal or rescission of Section (b)(5) of the Rule, or (3) upon a final determination that Section (b)(5) of the Rule is invalid or unenforceable. A copy of the Disclosure Undertaking is on file at the principal office of the Commission.

During the five (5) year period preceding the date of this Official Statement, the Commission has complied in all material respects with all of its continuing disclosure requirements pursuant to the Rule with respect to its other series of bonds; provided, however, that notice of a change in trustee in April of 2012 was filed approximately 16 days late.

RELATIONSHIPS OF CERTAIN PARTIES

Public Financial Management, Inc., Financial Advisor to the Commission, and its affiliate PFM Asset Management, LLC are engaged to provide other services to the Commission.

Cohen & Grigsby, P.C. and the Law Offices of Wayne D. Gerhold, both of which serve as Co-Bond Counsel in this transaction, Stevens & Lee, P.C., which is serving as Underwriters' counsel in this transaction, and Dilworth Paxson LLP, which is serving as Disclosure Counsel in this transaction, provide legal services to the Commission in various matters from time to time.

UNDERWRITING

RBC Capital Markets, LLC, on behalf of itself and the other Underwriters shown on the cover page hereof (the "*Underwriters*"), are expected to enter into a purchase contract (the "*Purchase Contract*") with the Commission pursuant to which the Underwriters will agree, subject to certain customary conditions precedent to closing, to purchase the 2014 Bonds from the Commission at a purchase price equal to \$269,670,941.05 (representing the par amount of the 2014 Bonds, plus an original issue premium of \$31,049,288.90 and less an Underwriters' discount of \$998,347.85).

Pursuant to the Purchase Contract, the Underwriters will be obligated to purchase all of the 2014 Bonds if any of such 2014 Bonds are purchased. The 2014 Bonds may be offered and sold to certain dealers (including the Underwriters and other dealers depositing such 2014 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 2014 Bonds at the initial offering price. The Commission has agreed to be liable to the Underwriters to the extent of all losses, claims, damages and liabilities arising out of incorrect statements or information contained in this Official Statement or material omissions therein, except for information furnished by the Underwriters, and with respect to certain other matters.

The obligation of the Underwriters to accept delivery of the 2014 Bonds is subject to the terms and conditions set forth in the Purchase Contract, the approval of legal matters by counsel and other conditions. The Underwriters may over-allot or effect transactions which stabilize or maintain the market price of the 2014 Bonds at levels above that which might otherwise prevail in the open market. Such stabilizing, if commenced, may be discontinued at any time.

The Underwriters and their respective affiliates are full service financial institutions engaged in various activities, which may include securities trading, commercial and investment banking, 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.

The Commission intends to use a portion of the proceeds from this offering to redeem the 2004A Bonds. To the extent any Underwriter or an affiliate thereof is an owner of 2004A Bonds, such Underwriter or its affiliate, as applicable, would receive a portion of the proceeds from the issuance of the 2014 Bonds contemplated herein in connection with such 2004A Bonds being redeemed by the Commission.

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.

The Commission has recommended and the Underwriters have accepted the appointment of Stevens & Lee, P.C., as counsel to the Underwriters in connection with the purchase of the 2014 Bonds.

RATINGS

Moody's Investors Service, Inc. ("**Moody's**"), Standard & Poor's Ratings Services ("**Standard & Poor's**") and Fitch Ratings ("**Fitch**") have assigned their municipal bond ratings of "A1" (stable outlook), "A+" (stable outlook), and "A+" (stable outlook), respectively, to the 2014 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 Investors Service, Inc., 7 World Trade Center at 250 Greenwich Street, New York, New York 10007; Standard & Poor's Ratings Services, 55 Water Street, New York, New York 10041; and Fitch Ratings, 33 Whitehall Street, New York, New York 10004. 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 either 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 2014 Bonds.

Except as provided in the Disclosure Undertaking, neither the Underwriters nor the Commission have undertaken any responsibility to bring to the attention of the holders of the 2014 Bonds any proposed or actual change in or withdrawal of any rating or to oppose any proposed change or withdrawal.

LITIGATION

There is no controversy or litigation of any nature now pending or threatened restraining or enjoining the issuance, sale, execution or delivery of the 2014 Bonds, or in any way contesting or affecting the validity of the 2014 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 2014 Bonds, the existence or powers of the Commission or the construction of the Commission's capital improvement program.

The Commission is covered by Act No. 152 approved September 28, 1978, which provides for a limited waiver of sovereign immunity by the Commonwealth. Damages for any loss are limited to \$250,000 for each person or \$1,000,000 in the aggregate.

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

On March 13, 2013, as a result of a statewide grand jury investigation, the Pennsylvania Attorney General filed criminal charges against a former Commission Chairman, the former Chief Executive Officer and Chief Operating Officer of the Commission, two individuals at companies doing business with the Commission and two former Commission employees. These individuals are charged with a variety of offenses, including conspiracy, commercial bribery, bid-rigging, theft, conflict of interest and corrupt organization violations. No criminal charges have been filed against current Commissioners, senior executives or employees of the Commission. See “THE COMMISSION – Pending Legislation and Recent Developments – *Statewide Investigating Grand Jury Investigation and Recent Criminal Charges*” in APPENDIX A hereto for a detailed discussion of the matters summarized above.

LEGAL MATTERS

Certain legal matters with respect to the 2014 Bonds will be passed upon by Cohen & Grigsby, P.C., Pittsburgh, Pennsylvania and the Law Offices of Wayne D. Gerhold, Pittsburgh, Pennsylvania, 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 2014 Bonds is set forth in APPENDIX D – “FORM OF OPINION OF CO-BOND COUNSEL.” Certain other legal matters will be passed upon for the Underwriters by their Counsel, Stevens & Lee, P.C., Reading, Pennsylvania, and for the Commission by its Chief Counsel, Doreen A. McCall, Esquire, and Dilworth Paxson LLP, Philadelphia, Pennsylvania, Disclosure Counsel.

The various legal opinions to be delivered concurrently with the delivery of the 2014 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.

FINANCIAL ADVISORS

The Commission has retained Public Financial Management, Inc., Philadelphia, Pennsylvania, and G-Entry Principle, P.C., Philadelphia, Pennsylvania, as Co-Financial Advisors with respect to the authorization and issuance of the 2014 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 of the Co-Financial Advisors is an independent advisory firm and is not engaged in the business of underwriting, trading, or distributing municipal securities or other public securities.

TRUSTEE

The Commission has appointed U.S. Bank National Association (successor to First Union National Bank), Philadelphia, Pennsylvania, as the Trustee and Authenticating Agent under the Senior Indenture. The obligations and duties of the Trustee are as described in the Senior Indenture. The Trustee has not evaluated the risks, benefits or propriety of any investment in the 2014 Bonds, and makes no representation, and has reached no conclusions, regarding the validity of the 2014 Bonds, the security

therefor, the adequacy of the provisions for payment thereof or the tax status of the interest on the 2014 Bonds. The Trustee has relied upon the opinion of Co-Bond Counsel for the validity and tax status of the interest on the 2014 Bonds as well as other matters set out in that opinion. Furthermore, the Trustee has no oversight responsibility, and is not accountable, for the use or application by the Commission of any of the 2014 Bonds authenticated or delivered pursuant to the Senior Indenture or for the use or application of the proceeds of such 2014 Bonds by the Commission.

Under the terms of the Senior Indenture, the Trustee shall not be 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 Senior Indenture, the Trustee is not required to take notice, and is not deemed to have notice, of any default under the Senior Indenture (except for defaults in payment of debt service by the Commission), unless the Trustee has been specifically notified in writing of such default by the owners of at least 25% in aggregate principal amount of the Outstanding Bonds. In the absence of any such notice, the Trustee may conclusively assume no Event of Default exists. 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 Senior Indenture for a complete statement of the Trustee's rights, duties, obligations and immunities.

TAX MATTERS

Federal Tax Exemption

In the opinion of Co-Bond Counsel, under existing law, interest on the 2014 Bonds is excludable from gross income for federal income tax purposes and is not an item of tax preference for purposes of the federal alternative minimum tax imposed on individuals and corporations. However, such interest is includable in adjusted current earnings for purposes of the federal alternative minimum tax imposed on certain corporations (as defined for federal income tax purposes). For the purpose of rendering the opinion described in this paragraph, Co-Bond Counsel will assume compliance by the Commission with the requirements of the Internal Revenue Code of 1986, as amended (the "*Code*") that must be met subsequent to the issuance of the 2014 Bonds in order that interest thereon continues to be and remains excludable from gross income for federal income tax purposes. Failure to comply with such requirements could cause the interest on the 2014 Bonds to be included in gross income retroactive to the date of issuance of the 2014 Bonds.

Certain of the 2014 Bonds may be sold with original issue premium (the "*Premium Bonds*"). The difference between the first price at which a substantial amount of the Premium Bonds is sold to the public and the stated redemption price at maturity constitutes to an initial purchaser amortizable bond premium which is not deductible from gross income for regular federal income tax purposes. The amount of amortizable bond premium for the taxable year is determined actuarially on a constant interest rate basis over the term of a Premium Bond. For purposes of determining gain or loss on the sale or other disposition of a Premium Bond, an initial purchaser who acquires such obligation in the initial offering to the public at the initial offering price is required to decrease such person's adjusted basis in such Premium Bond by the amount of amortizable bond premium for the taxable year. Holders of Premium Bonds should consult their tax advisors for an explanation of the amortization rules.

Ownership of the 2014 Bonds may result in collateral federal income tax consequences to certain taxpayers, including, without limitation, financial institutions, property and casualty insurance companies, individual recipients of Social Security or Railroad Retirement benefits, S corporations with "excess net passive income" and taxpayers who may be deemed to have incurred or continued indebtedness to purchase or carry the 2014 Bonds. Co-Bond Counsel express no opinion as to such collateral federal income tax consequences.

The opinion of Co-Bond Counsel on federal tax matters will be based upon and will assume the accuracy of certain representations and certifications, and compliance with certain covenants, of the Commission to be contained in the transcript of proceedings for the issuance of the 2014 Bonds and that are intended to evidence and assure that the 2014 Bonds are and will remain obligations the interest on which is excludable from gross income for federal income tax purposes. Co-Bond Counsel will not independently verify the accuracy of those certifications and representations or covenants.

The Code prescribes a number of qualifications and conditions for the interest on state and local obligations to be and to remain excludable from gross income for federal income tax purposes, some of which require future or continued compliance after issuance of the obligations in order for the interest to be and to continue to be so excluded from the date of issuance. Noncompliance with these requirements by the Commission may cause the interest on the 2014 Bonds to be included in gross income for federal income tax purposes and thus to be subject to federal income tax retroactively to their date of issuance. The Commission will covenant to take the actions required of it for the interest on the 2014 Bonds to be and to remain excludable from gross income for federal income tax purposes and not to take any actions that would adversely affect that exclusion.

Current and future legislative proposals, if enacted into law, clarification of the Code or court decisions may cause interest on the 2014 Bonds to be subject, directly or indirectly, to federal income taxation, or to be subject to or not be exempted from state income taxation, or otherwise prevent the owners of the 2014 Bonds from realizing the full current benefit of the tax status of such interest. The introduction or enactment of any such legislative proposals, clarification of the Code or court decisions may also affect the market price for, or marketability of, the 2014 Bonds. Prospective purchasers of the 2014 Bonds should consult their own tax advisors regarding any pending or proposed federal tax legislation, as to which Co-Bond Counsel express no opinion.

The opinion of Co-Bond Counsel will be based on current legal authority, will cover certain matters not directly addressed by such authorities, and will represent Co-Bond Counsel's judgment as to the proper treatment of the 2014 Bonds for federal income tax purposes. It will not be binding on the IRS or the courts. Furthermore, Co-Bond Counsel cannot give and have not given any opinion or assurance about the future activities of the Commission or about the effect of future changes in the Code, the applicable regulations, the interpretation thereof or the enforcement thereof by the IRS.

State Tax Exemption

In the opinion of Co-Bond Counsel, under existing law, the 2014 Bonds are exempt from personal property taxes in Pennsylvania, and the interest on the 2014 Bonds is exempt from Pennsylvania personal income tax and Pennsylvania corporate net income tax.

* * * * *

THE FOREGOING IS NOT INTENDED AS AN EXHAUSTIVE DESCRIPTION OF THE PROVISIONS OF FEDERAL OR STATE TAX LAW OR OTHER FACTORS WHICH MAY HAVE AN EFFECT ON INDIVIDUALS AND CORPORATIONS HOLDING THE 2014 BONDS OR RECEIVING INTEREST THEREON. PROSPECTIVE PURCHASERS OF THE 2014 BONDS SHOULD CONSULT WITH THEIR TAX ADVISORS REGARDING THE EFFECT ON THEIR AFFAIRS OF HOLDING THE 2014 BONDS OR RECEIVING INTEREST THEREON, INCLUDING, BUT NOT LIMITED TO, THE EFFECT OF STATE AND LOCAL TAX LAWS.

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 2014 Bonds, the Senior Indenture, Supplemental Indenture No. 36, the Subordinate Indenture and the Disclosure Undertaking are brief summaries of certain provisions thereof. Such summaries do not purport to be complete and, accordingly, are qualified by reference and are subject to the full texts thereof.

Neither this Official Statement nor any other disclosure in connection with the 2014 Bonds is to be construed as a contract with the holders of the 2014 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.

PENNSYLVANIA TURNPIKE COMMISSION

By: /s/ Nikolaus Grieshaber
Chief Financial Officer

APPENDIX A

THE PENNSYLVANIA TURNPIKE COMMISSION

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APPENDIX A^{1,2}

THE PENNSYLVANIA TURNPIKE COMMISSION

THE COMMISSION

General

The Commission is an instrumentality of 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; 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 (“**Act 61**”), to the extent not repealed by Act 44, and the Act of November 25, 2013, P.L. 794, 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.

The Commission is composed of five members, including one *ex officio* member, 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 Transportation) 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 his or her successor is appointed and qualified, whichever is less. The limitations on Commissioner terms under Act 89 are not applicable to any current member of the Commission.

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

¹ Capitalized terms used in this Appendix A and not otherwise defined have the meanings ascribed in the forepart of this Official Statement or in Appendix C of this Official Statement.

² Included in this Appendix A are links to certain additional materials. This Appendix A includes only the information contained on such websites as of the date of this Official Statement. The inclusion of these links is not intended to be a republication herein of any information contained on such websites.

William K. Lieberman is the current Chairman of the Commission. He was appointed to serve as a Commissioner on July 1, 2010. Mr. Lieberman has been President of The Lieberman Companies, an insurance and pension provider, since 2003. He serves on the boards of AMPCO Pittsburgh and GENCO-ATC. A graduate of The Pennsylvania State University, he is a University of Pittsburgh Trustee and former Chairman of the Manchester-Bidwell Corp., Pittsburgh, Pennsylvania. His term expired on July 1, 2014, but he continues to serve as a Commissioner for an indefinite term until he is reappointed or a successor is appointed and confirmed.

A. Michael Pratt, Esq. is the current Vice Chairman of the Commission. He is a partner in the law firm of Pepper Hamilton LLP and was originally named to the Commission in June 2009, becoming the first African-American Commissioner in the Commission's 70-year history. Mr. Pratt joined Pepper Hamilton LLP in 1986 and is a partner in the firm's Philadelphia and Harrisburg offices, as well as the first African-American member of the firm's executive committee. He is an active member of the Philadelphia, Pennsylvania, and American Bar Associations and has served as the Chancellor of the Philadelphia Bar Association and President of the Barristers' Association of Philadelphia, an organization of African-American lawyers. He received a B.A. in Economics and English from Washington & Jefferson College, Washington, Pennsylvania, in 1981 and earned a law degree from Harvard Law School in 1985. His term expired on June 24, 2013, but he continues to serve as Commissioner for an indefinite term until he is reappointed or a successor is appointed and confirmed.

Pasquale T. Deon, Sr., an established businessman and lifelong resident of Bucks County, Pennsylvania, is the current Secretary-Treasurer of the Commission. Mr. Deon has served as a member of the Commission since 2002. Commissioner Deon was reappointed to the Commission on December 10, 2013. Mr. Deon is Chairman of the Board of Directors of the Southeastern Pennsylvania Transportation Authority (SEPTA). He is also a service-industry entrepreneur involved in real-estate development, beverage distribution and construction services. He is the owner of WCB-1490AM Radio, Levittown, Pennsylvania. His term will expire on December 10, 2017.

Sean F. Logan, is currently the Executive Director/CEO of the Convention and Visitors Bureau of Greater Monroeville. He was appointed to the Commission in July 2013. He is also a former Vice President of Community Relations for the University of Pittsburgh Medical Center. Mr. Logan is a former state Senator, having served from January 2001 until August 2010. Prior to his service in the Pennsylvania Senate, Mr. Logan served as the Mayor of Monroeville from 1997 to 2000. His term expires on June 30, 2017.

Barry J. Schoch, P.E. is the Secretary of Transportation of the Commonwealth of Pennsylvania and an *ex officio* member of the Commission. Mr. Schoch was nominated by Governor Tom Corbett to be the Secretary of Transportation, and his nomination was confirmed by the state Senate on April 12, 2011. Mr. Schoch, a graduate of The Pennsylvania State University, has more than 25 years of experience in the engineering field. He began his career with the Delaware Department of Transportation and worked for two private-sector firms before joining McCormick Taylor Inc., a Philadelphia-based engineering-consulting firm, in 1995. He was Vice President for McCormick Taylor and Manager of its Harrisburg office Engineering Department when he was confirmed as Secretary of Transportation.

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 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 31, 2012 to February 1, 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.

Nikolaus H. Grieshaber was named Chief Financial Officer in June 2008. Prior to that, he held positions of Director of Treasury Management and Treasury Manager with the Commission. Before joining the Commission in 2000, he was a finance manager and portfolio manager for ADP Capital Management, assistant treasurer for BTR Dunlop Finance, cash manager for Silo, Inc. and investment analyst for American Life Insurance Company.

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.

Ray A. Morrow, was named the Chief Compliance Officer on July 11, 2014. Prior to being named the Chief Compliance Officer, Mr. Morrow served the Commission as its Acting Chief Compliance Officer and Inspector General. Mr. Morrow joined the Commission on January 2, 2014. Prior to joining the Commission, Mr. Morrow had an extensive career with the Federal Bureau of Investigation (FBI) from 1977 to 2007, culminating as the Special Agent in Charge of the FBI's Pittsburgh Field Office. Mr. Morrow served as a Senior Compliance Investigator for the Siemens Corporation from 2010-2013.

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 (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 I-80 (“**I-80**”) located in the Commonwealth from PennDOT upon 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 Conversion or having the ability to do so in the future. Under existing law, including Act 89, all legal, financial and operational responsibility for I-80 remains with PennDOT.

Pursuant to Act 44 and the Act 44 Funding Agreement, because the Conversion did not occur, the Commission was obligated to make scheduled annual payments, payable in equal quarterly installments, of \$450 million to PennDOT through 2057 with \$200 million of the scheduled annual payment supporting road and bridge projects and \$250 million supporting transit projects throughout the Commonwealth.

Act 89

On November 25, 2013, Act 89 was enacted to provide substantial additional and sustained investment in the Commonwealth’s aging transportation infrastructure. Once fully implemented by Fiscal Year 2018, the revenue enhancements enacted in Act 89 are projected to generate substantial additional funds each year for investment in the Commonwealth’s transportation infrastructure.

Act 89 also enacted substantial revisions to the Commission’s transportation funding obligations under Act 44 and authorized the Commission and PennDOT to immediately amend the Act 44 Funding Agreement to reflect the statutory provisions of Act 89. On April 4, 2014 the Commission and PennDOT executed Amendment Number One to Lease and Funding Agreement (the “**Act 89 Amendment**”) and together with the Act 44 Funding Agreement, the “**Amended Funding Agreement**”). The Amended Funding Agreement terminates on October 14, 2057.

In accordance with Act 89 and the Amended Funding Agreement, the Commission’s aggregate annual payment to PennDOT for Fiscal Year 2013-2014 through Fiscal Year 2021-2022 is \$450 million and, in accordance with Act 89; the Commission must pay at least \$30 million of such amount from current revenues. Commencing in Fiscal Year 2022-2023 through the term of the Amended Funding Agreement, the Commission’s aggregate annual payment to PennDOT is

\$50 million, which amount shall be paid from then current revenues of the Commission. Further, Act 89 revises the use of the Commission's scheduled annual payments. Effective on July 1, 2014, none of the Commission's scheduled annual payment will be used to support Commonwealth road and bridge projects. Instead, \$420 million of the scheduled annual payment will be used to support mass transit capital and operating needs and \$30 million will be used to support multi-modal projects, which may include: aviation projects; rail freight projects; port projects; bicycle projects and pedestrian projects. The Commission's \$50 million scheduled annual payment, which commences in Fiscal Year 2022-2023, will support mass transit capital and operating needs. The table under "*Act 44 Payments to PennDOT for Roads, Bridges and Transit*" below indicates the amounts that have been paid to date by the Commission. 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 a 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 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." The Amended Funding Agreement does not refer to "current bondholders, debt holders or creditors," but provides that a unanimous vote is not required if it would prevent the Commission from complying with covenants with "bondholders, debt holders or creditors having such status as of the Effective Date," which under the Amended Funding Agreement is defined as October 14, 2007. These voting procedures have not become effective as the Commission has not missed any 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 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 reduced payment obligations as set forth in the Amended Funding Agreement.

Payments to PennDOT for Roads, Bridges and Transit

The Enabling Acts provide that all required payments under the Amended Funding Agreement or as required by the Enabling Acts 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 Act 44 and the Act 44 Funding Agreement, the Commission's payments to PennDOT over the seven fiscal years ending May 31, 2014 have been allocated between deposits to 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 payments of the Commission to be deposited into the Public Transportation Trust Fund may be made with proceeds of Special Revenue Bonds. In accordance with Act 89 and the Amended Funding Agreement, effective July 1, 2014, 100 percent of the scheduled annual payments of the Commission to PennDOT will be deposited into the Public Transportation Trust Fund and will be used to support transit operating and capital costs, multi-modal transportation capital project costs and alternative energy transportation capital project costs.

To date, the Commission has paid a total amount of \$4,412,500,000 under the Amended Funding Agreement, as set forth in the following table (dollar amounts in millions). The first quarterly payment under Act 89 and the Amended Funding Agreement was paid on July 30, 2014.

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 ³	0.0	250.0	250.0

Issuance of Bonds; Commission Payments

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) certain amounts to PennDOT pursuant to the Amended Funding Agreement for purposes of funding PennDOT highway, road and bridge construction and maintenance programs in the Commonwealth (provided that, commencing in Fiscal Year 2014-2015, all payments to PennDOT under the Amended Funding Agreement will be deposited into the Public Transportation Trust Fund), (iii) costs of improvements to the System, and (iv) certain amounts into a Public Transportation Trust Fund pursuant to the Amended Funding Agreement, to be used for mass transit programs, multi-modal transportation programs and alternative energy transportation programs (provided that, pursuant to the terms of the Amended Funding Agreement, the proceeds of any Special Revenue Bonds may not be applied for payments to mass

³ Represents the first two of four scheduled payments in Fiscal Year 2015.

transit programs, multi-modal transportation programs or alternative energy transportation programs).

The bonds authorized to be issued by the Commission under Act 44 include up to \$5 billion of Special Revenue Bonds, as described below. Proceeds of such bonds may be applied toward the satisfaction of the Commission's scheduled annual 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 payments to PennDOT under the Amended Funding Agreement will be deposited into the Public Transportation Trust Fund commencing July 1, 2014, as of such date, the Commission will no longer issue 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.

Pursuant to the terms of the Subordinate Indenture, the Commission has covenanted to pay to the trustee under the Subordinate Indenture (the "*Subordinate Indenture Trustee*"), and it has instructed the trustee under the Senior Indenture (the "*Senior Indenture Trustee*") to pay to the Subordinate Indenture Trustee, after payment of all required debt service on all Senior Indenture Obligations and subject to the provisions of the Senior Indenture, out of the General Reserve Fund established under the Senior Indenture, such amounts as are required by the Subordinate Indenture, by a supplemental indenture to the Subordinate Indenture or by a parity swap agreement to pay, at the times specified, all amounts due in respect of the Subordinate Indenture Obligations (defined below) outstanding under the Subordinate Indenture.

Accordingly, the Commission is required to instruct and furnish a debt service schedule to the Senior Indenture Trustee providing (i) for the payment to the Subordinate Indenture Trustee out of available funds held in the General Reserve Fund the amount from time to time necessary to satisfy all required deposits under the Subordinate Indenture to the Commission Payments Fund established under the Subordinate Indenture and (ii) the payment of debt service on the outstanding Subordinate Indenture Obligations and all other payments required from time to time under the Subordinate Indenture and in any supplemental indenture to the Subordinate Indenture (the "*Commission Payments*").

Under the Subordinate Indenture, the Commission may, from time to time, issue additional bonds, including Subordinate Revenue Bonds and Special Revenue Bonds, to satisfy its payment obligations under the Enabling Acts. The Commission intends any long-term indebtedness to be issued under the Subordinate Indenture to be paid solely from Commission Payments. Such obligations, if issued, are subordinate to the Turnpike Revenue Bonds issued under the Senior Indenture. Such Subordinate Revenue Bonds will be parity obligations with the outstanding Subordinate Revenue Bonds under the Subordinate Indenture. Currently, \$3,979,705,466.10 (including compounded amounts as of June 1, 2014 for capital appreciation bonds) of Subordinate Revenue Bonds are outstanding under the Subordinate Indenture. Special Revenue Bonds have a subordinate right to payment from Commission Payments to the rights of payment in favor of the holders of the Subordinate Revenue Bonds issued under the Subordinate Indenture. **APPENDIX**

E sets forth the existing debt service schedule for the Turnpike Revenue Bonds issued under the Senior Indenture, and the Subordinate Revenue Bonds and Special Revenue Bonds issued under the Subordinate Indenture.

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 defined in §9511.2 of Act 44) 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 §9511.2 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 Subordinate Indenture. Currently, \$970,382,788.95 (including compounded amounts as of June 1, 2014 for capital appreciation bonds) of Special Revenue Bonds are outstanding under the Subordinate Indenture..

Should the Commission fail to timely make required debt service deposits for Special Revenue Bonds, the Subordinate 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 PennDOT shall give notice to the Treasurer of the Commonwealth of such deficiency and shall request the payment of funds necessary to cure such deficiency only from funds 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 the Commission’s Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Bonds, Series A of 2010, Series B of 2010, Series A of 2011, Series B of 2011, Series A of 2012, Series B of 2012, Series A of 2013, Series B of 2013 and Series A of 2014. 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.

Rules Relating to Governance and Accountability Under the Enabling Acts

The Enabling Acts sets 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; to have 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); to adopt a comprehensive code of conduct for Commissioners and executive-level employees, which the Commission adopted on October 31, 2007 and further expanded and strengthened on January 7, 2014; 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.

On May 30, 2014, the Commission submitted its financial plan for Fiscal Year 2014-15 (the "**Financial Plan**"). The Financial Plan incorporates the Commission's Fiscal Year 2015 Ten Year Capital Plan (the "**Capital Plan**"), which provides for \$6.50 billion, net of federal reimbursements, in capital spending over the period from Fiscal Year 2014-2015 through the Fiscal Year 2023-2024. The Capital Plan allows the Commission to accelerate a number of capital improvements and to pursue new initiatives to maintain and improve the System. The Financial Plan indicates that in Fiscal Year 2013-2014 the Commission was able to meet all of its financial covenants and obligations under the Enabling Acts, and was able to progress with its Capital Plan. Given the slow recovery of the economy, the Commission plans to continue the cost containment and efficiency measures it implemented within the past few years. These measures, together with future toll increases, are expected to allow the Commission to meet its financial covenants, obligations under the Enabling Acts, and capital needs during Fiscal Year 2014-2015.

The Financial Plan concludes that the Commission will continue to meet all of its indenture covenants and all of its other obligations through the Fiscal Year 2056-2057. However, as a forward-looking report, the Financial Plan makes certain assumptions, including future toll increases, to reach its conclusion that the financial covenants, obligations under the Enabling Acts, and capital needs will be met beyond Fiscal Year 2014-2015. Key among these assumptions is the Commission's ability to raise all tolls throughout the System. The Financial Plan reflects the expected full year effects of the January 2014 toll increase and the expected partial year impacts of the toll increase that will become effective in January 2015. The Financial Plan assumes the \$450 million reduced level of funding obligations required by the Enabling Acts through Fiscal Year 2021-2022 and the \$50 million funding level from Fiscal Year 2022-2023 through Fiscal Year 2056-2057. No assurances can be made by the Commission with respect to the assumptions made or conclusions reached in the Financial Plan. A complete copy of the Financial Plan is available on the Commission's website at: http://www.paturndpike.com/financial/documents/PTC%20Fiscal%202015%20Act%2044%20Financial%20Plan_5-30-2014_FINAL.pdf. See "THE COMMISSION – Enabling Acts" above.

For information on the most recent audit by the Auditor General, see “CERTAIN FINANCIAL INFORMATION – Performance Audit by the Auditor General” below.

Recent Developments and Pending Legislation

Act 88 of 2012 (formerly House Bill 3 and Senate Bill 344) was signed into law by Governor Corbett on July 5, 2012. Act 88 authorizes “public-private” transportation partnership arrangements in the Commonwealth. The law allows the Commission, among other public entities, to enter into public-private partnerships for the construction of transportation infrastructure and facilities and for the lease of such facilities through long-term agreements. Act 88 prohibits a lease of the Turnpike Mainline without the further express approval of the General Assembly. However, the law does not restrict the Commission from entering into public-private partnership agreements which do not involve granting substantial oversight and control over the Turnpike Mainline to another entity, nor does it limit or preempt in any way the Commission’s ability to enter into certain types of public-private partnership agreements currently allowed under its Enabling Acts. The Public Private Transportation Partnership Board, established pursuant to Act 88, has issued an Implementation Manual & Guidelines for Public-Private Transportation Partnerships.

Pennsylvania 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 if any such legislation will be enacted into law, or how any such legislation may affect the Commission’s ability to pay the Senior Indenture Obligations or the Subordinate Indenture Obligations, or to perform its financial obligations pursuant to the Enabling Acts.

On January 22, 2013, Representative Robert Godshall reintroduced legislation proposing to terminate the Commission’s payment obligations under the Act 44 Funding Agreement on the grounds that they were unsustainable because the projected revenue to the Commission from the Conversion never materialized. The bill was referred to the House Transportation Committee in January 2013 as House Bill 209. Since that time, no further action on the bill has been taken and the substance of the proposed legislation is now likely moot given the enactment of Act 89 on November 25, 2013.

Among legislation, either in discussion or introduced in the General Assembly, that could affect the Commission include bills which would accomplish the following:

- Require that PennDOT assume the operating functions of the Commission and that the Commonwealth assume the financing functions of the Commission, that certain assets of the Commission be transferred to PennDOT and the State Treasurer, and that the Commission and the office of Turnpike Commissioner be abolished. The proposed legislation, House Bill 1197, was introduced and referred to the House Transportation Committee on April 16, 2013. Since its referral to committee, no additional action or debate has occurred with respect to House Bill 1197.

- Affect future pension contributions by the Commission (and other Commonwealth employers) by switching future public employees (including Commission employees) from a defined benefit plan to a defined contribution plan, or a variation thereof. For more details about this proposed legislation, see “CERTAIN OTHER INFORMATION – Retirement Plan” below.
- Senate Bill 1, which included language to redefine “electronic toll collection” to include additional technology such as all-electronic tolling, video tolling, and any other similar structural or technological enhancements related to tolling, as well as provide for authority to suspend a vehicle registration for failure to pay tolls due to the Commission passed the Senate (vote 45-5) in July, 2013 as part of a larger transportation funding package (Senate Bill 1, PN 1162). At this time, no additional action or debate has occurred with respect to Senate Bill 1.

The Commission cannot predict what other legislation may be considered by the General Assembly during the 2013-2014 or future legislative sessions or if any other proposals or initiatives may lead to the adoption of legislation that may affect the Commission.

Federal Surface Transportation Reauthorization

On July 6, 2012, President Obama signed into law a two-year federal transportation funding bill (the “**2012 Transportation Act**”). The 2012 Transportation Act provides continued funding for federal transportation programs at approximately \$54 billion per year. Because neither the operations of the Commission nor its capital programs depend, to any material extent, upon the continuing availability of federal funding, the Commission does not believe that the 2012 Transportation Act will have a material effect on the financial condition or results of operations of the Commission.

In January 2013, the first hearing addressing the upcoming Transportation Reauthorization took place before the U.S. House Transportation and Infrastructure Committee. The hearing, titled “Building the Foundation for Surface Transportation Reauthorization,” marked the formal start of discussions into what is expected to be one of the largest pieces of legislation considered by Congress in 2014. The Commission is a member of the International Bridge, Tunnel and Turnpike Association, and is supportive of their testimony which can be found at the following web address: <http://ibtta.org/building-foundation-surface-transportation-reauthorization>.

In August 2014, President Obama signed into law a \$10.8 billion extension of the 2012 Transportation Act that is intended to keep the Federal Highway Trust Fund operating through May of 2015.

Statewide Investigating Grand Jury and Recent Criminal Charges

In May, 2009, a statewide grand jury investigation was commenced as a result of public allegations of potential public corruption and criminal misconduct within the Commission (the

“Grand Jury Investigation”).⁴ As part of this investigation, covering Turnpike System operations during an approximate period from February 2000 through early 2013, the Grand Jury heard testimony from hundreds of witnesses and reviewed numerous exhibits, including correspondence, e-mails, campaign contribution records, audio recordings, invoices, bank records, internal Commission policies and memoranda, and expense reports, among other items. The Grand Jury Investigation spanned forty-four months and culminated on March 13, 2013, when the Grand Jury issued its 85-page Presentment (the *“Grand Jury Presentment”*), detailing its findings of fact, conclusions, and recommendations of charges.⁵

The Grand Jury found that certain elected state officials, a former Commissioner, officials, and employees, and vendors and consultants that had business dealings with the Commission engaged and attempted to engage in systemic illegal bid-rigging, commercial bribery, conflict of interest crimes, theft by unlawful taking, theft by deception, criminal conspiracy and corrupt organization crimes. The former Commissioner who resigned was granted immunity in connection with his testimony before the Grand Jury. The Grand Jury concluded that these criminal acts resulted in the public losing millions of dollars. The Grand Jury further concluded that the Commission has been corrupted by improper political influence from certain of its own former officials as well as politicians in state government.

The Grand Jury identified a former Pennsylvania state senator, a former chairman of the Commission, a former Chief Executive Officer of the Commission, a former Chief Operating Officer of the Commission, two other Commission employees and two individuals associated with vendors providing services to the Commission as having criminal responsibility for the crimes outlined in its Presentment.

In addition, the Grand Jury found that during the time that the eight identified individuals were employed by or served at the Commission, the Commission operated under a system that rewarded vendors with multi-million dollar contracts in exchange for the payment of political contributions to public officials and political organizations and the payment of gifts and entertainment expenses. In particular, the Grand Jury found that the named former State Senator, during his tenure as Democratic Floor Leader, was actively involved in securing Commission contracts for key contributors and supporters, and imposing fundraising participation on individuals at the Commission to provide political support and raise campaign funds on his behalf.

The Grand Jury cited specific political contributions that were allegedly solicited in exchange for awarding various contracts with the Commission. These campaign contributions were allegedly made during the approximate period of February, 2000 through October, 2010. The

⁴ The Grand Jury Investigation was initially commenced before the 31st Statewide Investigating Grand Jury in May of 2009. Upon the expiration of that Grand Jury, the investigation was transferred to the 33rd Statewide Investigating Grand Jury in June of 2011. For purposes of this disclosure, the 31st Statewide Investigating Grand Jury and 33rd Statewide Investigating Grand Jury will be referred to collectively as the “Grand Jury”.

⁵ For a copy of the complete Grand Jury Presentment, see http://www.attorneygeneral.gov/uploadedFiles/Press/Turnpike_Grand_Jury_Presentment.pdf.

Grand Jury also identified specific contracts that it determined were awarded to vendors as a result of their political contributions and other payments.

On March 13, 2013, the Pennsylvania Attorney General filed criminal charges against the individuals referred to above. These individuals are charged with a variety of offenses, including conspiracy, commercial bribery, bid-rigging, theft, conflict of interest, and corrupt organization violations. No criminal charges have been filed against current Commissioners, senior management, or employees. All Commission employees and officials against whom criminal charges were filed left the Commission between March, 2009 and November, 2011. In her statement on March 13, 2013, the Attorney General stated: "The Grand Jury heard evidence of secret gifts of cash, travel, and entertainment, and the payment of substantial political contributions to public officials and political organizations, by private Turnpike vendors and their consultants, demonstrates that the Turnpike operates under a pay-to-play system that is illegal and corrupt." Preliminary hearings for six of the eight individuals charged were held during the week of June 24, 2013, (excluding the two individuals referred to above as "other former Commission employees"). Final arguments in the preliminary hearings were held on July 16, 2013 and the six individuals were held for trial which is scheduled to begin on or about November 17, 2014. With respect to the "two other former Commission employees", one waived his preliminary hearing, pled guilty and received probation, and with respect to the other, a preliminary hearing was held on September 16, 2013, the individual pled guilty on January 14, 2014 and was sentenced to two years of probation, ordered to pay restitution and fines and perform 50 hours of community service. On September 30, 2014, a Dauphin County Court Judge approved admission of the two individuals associated with vendors, of the eight individuals charged, into the county's Accelerated Rehabilitative Disposition Program. On October 6, 2014, the trials of the former state senator and the former Commission chairman were severed from the remaining two defendants. Six of the seven counts against the former state senator were dismissed for lack of evidence. Subsequently, on October 16, 2014, the Attorney General's office requested that the remaining conspiracy charge against the former state senator be dismissed, which request was granted.

The Commission's current Chief Executive Officer, Mark Compton, issued a statement following the publication of the Grand Jury Presentment. Mr. Compton explained that the Commission began revamping its procurement process resulting in more transparency and greater accountability two years prior to the Grand Jury Presentment. Moreover, the Commission continues to evaluate the procurement process and is committed to making improvements where needed. Mr. Compton also announced that he directed the Commission's Office of Compliance to launch a thorough review of every professional-services contract cited in the Grand Jury Presentment, and provide each of the Commission's professional-service providers a copy of the Commission's employee code of conduct and the professional services procurement policy that was enacted in April, 2012. Additionally, the Commission initiated a comprehensive, mandatory code of conduct and ethics training program for its employees which commenced as of September, 2013. Further, on January 7, 2014, the Commission adopted an expanded and more comprehensive code of conduct for all Commission employees which included, among other revisions, required participation in annual training. The code of conduct and procurement policies have since been, and continue to be, updated. Finally, the Commissioners directed Mr. Compton to convene a special advisory group to review and critique Commission policies and procedures

relating to contracting and other business practices to make improvements to the Commission's existing practices.

A special independent advisory committee (the "Advisory Committee") composed of three members was appointed in the spring of 2013. The members are a retired Judge of the Superior Court of the Commonwealth and member of the Board of Education of the Commonwealth, a former PennDOT Chief Highway Engineer and construction company executive, and a former Vice-Dean of Widener University School of Law and retired law professor. Advisory Committee members met regularly with the Commission's executive staff, and also met independently to review and critique Commission procurement and business practices and to research best-practices at comparable agencies to determine where further improvements could be made.

After 12 months of review, the Advisory Committee submitted its formal report to the Commission, which focused primarily on the Commission's contracting and professional services procurement procedures. The report, which the Commissioners accepted on October 21, 2014, commended the Commission's implementation and continued consideration of significant reforms and made recommendations for the enhancement and establishment of policies and procedures in the areas of ethics, procurements, transparency and accountability, and governance. The Advisory Committee will continue its mission for another year, meeting quarterly to review the Turnpike's progress on implementing its recommendations.

The complete report of the Advisory Committee is available on the Commission's website at http://www.paturnpike.com/news/Advisory_Committee_Report_FINAL.pdf. See Commission Compliance Department" under "CERTAIN OTHER INFORMATION" for additional information.

Additional Matters

Consistent with recommendations of the Transportation Funding Advisory Commission (the "*TFAC*"), 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 the development of a pilot program with the Department of Environmental Protection ("*PaDEP*") for more expeditious third-party review of environmental permits, and 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 (all as outlined in an August 2011 report entitled *Mapping the Future between the Pennsylvania Turnpike Commission and the Pennsylvania Department of Transportation*). Meetings of Commission management with executives of both PaDEP and PennDOT continue to be held on a regular basis to discuss issues, define direction and explore future collaborative initiatives.

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 project totaling approximately 48 miles; and
- a 6-mile section of the Southern Beltway project from PA 60 to US 22.

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

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 crosses the System and the Valley Forge Interchange. 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 Interstate Route 76. In addition, the Turnpike Mainline between the New Stanton and Breezewood Interchanges has been designated as Interstate Route 70. The Northeast Extension has been designated as Interstate Route 476. Portions of the Beaver Valley Expressway are designated as Interstate Route 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 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.

Interchanges and Service Plazas

The System has a total of 67 toll interchanges which connect it with major arteries and population centers in its 552 mile traffic corridor. Thirty-two of the interchanges are located on the Turnpike Mainline, including Turnpike Mainline barriers at the New Jersey and Ohio state lines, and 10 interchanges are situated on the Northeast Extension. The additional 25 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. The Commission has entered into long term service plaza redevelopment agreements with HMSHost Restaurants, LLC and Sunoco, Inc. to design, reconstruct, finance, operate and maintain all of the service plazas. The Commission has no responsibility for maintaining the service plazas under the agreements. Since the Commission entered the agreements in 2005, 15 rebuilt service plazas have opened. Two service plazas, Valley Forge and North Midway, remain to be renovated. North Midway closed for renovations on September 22, 2014 and will reopen before Memorial Day 2015. Valley Forge is currently in design and is anticipated to close for renovations during the winter of 2014-2015. Cumulatively, the two companies are expected to invest approximately \$190 million in service renovation projects, at no cost to the Commission. The Commission recorded income of approximately \$3.5 million and \$3.3 million under the service plaza agreements in Fiscal Years 2013-2014 and 2012-2013, respectively, which is based on fixed rental payments plus a percentage of revenue generated.

Additional Services

In addition to 795 field personnel in 22 facilities available to keep the roadway open and safe in the event of unfavorable road conditions, the Commission has a 24/7 Traffic Operations Center which monitors conditions on the System and provides emergency dispatch.

A Turnpike Roadway Information Program provides real-time data to drivers. Travelers are alerted to roadway conditions via Variable Message Signs, Highway Advisory Radio and alerts via e-mail and mobile phone.

With funding from the PaDEP, the Commission built its first Truck Space Electrification (“*TSE*”) facility in 2010 at the New Stanton Service Plaza. The TSE provides service towers equipped with modules that fit into truck cab windows to provide heat, air conditioning, internet, TV and electrical power while the truck’s engine remains off. The TSE will help operators of diesel trucks comply with new environmental regulations and will relieve surrounding neighborhoods from noise and pollution from idling diesel engines.

In September 2011, Commission officials along with representatives from sponsor State Farm Insurance, released a smartphone application that enhances safety for those traveling the System. The free iPhone and Droid application is an innovative method for travelers to keep up-to-date on current conditions on the roadway.

In December 2011, the PaDEP announced a \$1 million grant award to help develop electric vehicle infrastructure on the System. The grant recipient, Car Charging Group Inc., will install charging stations at all of the System’s 17 service plazas. The Commission has also committed additional funding of up to \$500,000 to upgrade the electrical systems at the plazas to accommodate the charging stations. The first phase of the work will be incorporated into ongoing service-plaza renovations between Harrisburg and New Jersey. Later phases will involve service plazas between Harrisburg and Ohio, and then along the Northeast Extension. The first phase of the project, involving five service plazas, is expected to be completed during the second half of 2014 with the balance of the project to be completed by the middle of 2015. Four charging stations, at the King of Prussia, Bowmansville, New Stanton and Oakmont service plazas, opened recently.

In February 2013, the Commission announced that free Wi-Fi service is available at all operational service plazas. The amenity was added to accommodate Turnpike System customers who want to use smartphones, tablets, laptops or other portable devices to access the internet while traveling.

In September 2013, the Commonwealth Financing Authority announced a \$500,000 grant to Sunoco, Inc., a portion of which will be used to partially fund a compressed natural gas refueling station located at a service plaza that was to be determined. The Commission has selected the New Stanton service plaza for its first natural gas refueling station on the System. Construction is expected to be completed and the refueling station opened by November 2014. New Stanton will be the first natural gas refueling station on the System.

E-ZPass Lanes

The Commission has installed E-ZPass, a form of electronic toll collection, throughout the System. Not only has E-ZPass enhanced safety and convenience for users of the System, but the technology has improved traffic flow and reduced congestion at the System’s busiest interchanges, especially in southeastern Pennsylvania. The use of electronic tolling has enhanced the overall efficiency of the Commission’s toll collections operations and has resulted in a reduction in the number of required full-time and part-time toll collectors. Express E-ZPass lanes have been constructed at five interchanges and permit E-ZPass customers to travel through the toll plaza at highway speeds. In addition, E-ZPass customers traveling in 15 other states that have implemented E-ZPass technology are able to use E-ZPass. Currently, E-ZPass is available on the entire System,

including the western extensions. The Commission has not experienced any material problems in connection with the installation or operation of the E-ZPass system.

To help ensure, protect and preserve the collection of toll revenue due the Commission, a violation enforcement system (“**VES**”) has been installed at all interchanges where E-ZPass has been installed 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. Legislation passed in 2000 included enforcement provisions for E-ZPass, including, among other things, certain evidentiary presumptions with respect to whether the registered vehicle owner was the operator of the vehicle, procedures for notifying the vehicle owner of the violation charged and the imposition upon the vehicle owner of civil penalties for violations. Act 89 included 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, motorists who take affirmative action to evade a System fare shall, upon conviction, have committed a misdemeanor of the third degree which will be 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 would be deposited in the Commonwealth’s Motor License Fund rather than with the Commission, however, restitution for the full fare would be due to the Commission.

The Commission’s annual revenues from E-ZPass users have increased to \$606.17 million during the Fiscal Year ended May 31, 2014 from \$561.34 million for the Fiscal Year ended May 31, 2013. The Commission’s annual revenues from ticketed drivers (i.e., those not using E-ZPass) decreased to \$259.89 million during the Fiscal Year ended May 31, 2014 from \$260.17 million for the Fiscal Year ended May 31, 2013. The Commission expects that E-ZPass usage will continue to increase. The following table summarizes the Commission’s E-ZPass penetration rates among passenger, commercial and total users over the past six fiscal years.

E-ZPass Penetration Rates

<u>Year</u>	<u>Passenger</u>	<u>Commercial</u>	<u>Total</u>
2009	48%	77%	61%
2010	51%	78%	63%
2011	54%	79%	65%
2012	56%	80%	67%
2013	58%	81%	68%
2014	61%	83%	72%

The Commission is a member of the E-ZPass Interagency Group (“**IAG**”), a coalition of toll authorities throughout the United States. IAG includes the following agencies: Peace Bridge Authority; Burlington County Bridge Commission; Delaware Department of Transportation;

Delaware River and Bay Authority; Delaware River Joint Toll Bridge Commission; Delaware River Port Authority; Illinois State Toll Highway Authority; ITR Concession Company (Indiana Turnpike); Maine Turnpike Authority; Maryland Transportation Authority; Massachusetts Department of Transportation; Metropolitan Transportation Authority Bridges & Tunnels; New Hampshire Department of Transportation; Bureau of Turnpikes; New Jersey Turnpike Authority; New Jersey Highway Authority; New York State Bridge Authority; New York State Thruway Authority; North Carolina Turnpike Authority; Ohio Turnpike Commission; Port Authority of New York and New Jersey; Rhode Island Turnpike and Bridge Authority; South Jersey Transportation Authority; Virginia Department of Transportation; and the West Virginia Parkways Authority. IAG's stated mission is "to enable E-ZPass members and affiliated toll operators to provide the public with a seamless, accurate, interoperable electronic method of paying tolls and fees while preserving and enhancing the E-ZPass program."

New highway construction projects, such as the Mon/Fayette Expressway and Southern Beltway, are being designed and built to be compatible with the E-ZPass system. The installation of the E-ZPass system has required the incorporation of innovative technologies into a single toll system that uses hardware and software adaptable to future technologies. The Commission has a contract, extending through 2019, 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 E-ZPass system implementation is a major component of the Commission's Ten-Year Capital Plan. For a more complete description of the Commission's Capital Plan, see "CAPITAL IMPROVEMENTS – Ten-Year Capital Plan" herein. Plans call for enhancements to E-ZPass lane signage and the design of additional Express E-ZPass lanes.

See "CERTAIN FINANCIAL INFORMATION – Toll Schedule and Rates" below for a discussion of the Commission's toll rates, including recent revisions for E-ZPass customers.

E-ZPass Plus

In November 2009, the Commission began offering E-ZPass customers who meet specific criteria the ability to participate in E-ZPass Plus. E-ZPass Plus allows E-ZPass customers to use their transponder to pay for parking fees at participating facilities displaying the E-ZPass Plus logo.

All Electronic Tolling

The Commission has constructed three all-electronic-tolling ("*AET*") interchanges in the Philadelphia area which are designed for the exclusive use of E-ZPass customers: Virginia Drive (located east of the Fort Washington interchange); Street Road (located west of the Bensalem interchange); and Route 29 (located west of the Valley Forge Interchange). There are also two AET interchanges that are currently under construction: one at Route 903 in Carbon County is expected to be in construction through the fall of 2014; a second one at the Delaware River Bridge (westbound) is part of the I-95 Connector in Bucks County and is expected to be in construction through 2015. These AET interchanges and other similarly planned interchanges are expected to

reduce congestion at the System's busier interchanges and provide convenient access to industrial parks and job centers.

Early in 2011, the Commission initiated a feasibility study to examine the benefits and potential issues associated with converting the toll road to a cashless, AET system. The team of McCormick Taylor/CDM Smith (formerly Wilbur Smith Associates) was selected to conduct the AET study which includes an overview of the existing toll collection system and an analysis of AET systems throughout the United States, comparing the costs and benefits of various electronic tolling options. The AET feasibility report (the "***AET Feasibility Report***") was completed in March 2012. The Commission has determined, based on the assumptions in the AET Feasibility Report, that conversion to AET is feasible from both a financial and physical perspective. As a result, the Commission has committed to a full conversion to a cashless, non-stop AET system. The AET Feasibility Report is available for review on the Commission's website at www.paturnpike.com/aet_public/aet.asp. 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 AET system. Completion of Stage 1 of AET Implementation, the conceptual design stage, is scheduled for fall of 2014. The final Implementation Plan report, including a complete schedule for AET conversion, is expected to be issued by the end of 2014. In regard to Commission efforts to move forward with the AET initiative, the Commission sought to include legislative language in House Bill 1060 to assist in preserving and protecting the Commission's revenues from non E-ZPass customers under an AET environment. Specifically, the Commission had sought legislation that would have provided the Commission with enforcement provisions for video tolling and reciprocity authority with other states. While language was adopted in the Senate during discussions on transportation funding (Senate Bill 1) by a vote of 45-5, Senate Bill 1 was not considered in the House. The main enforcement mechanism would have been the ability of PennDOT to suspend the vehicle registration of video toll scofflaws. Act 89 does not include any of the AET enforcement language or reciprocity language that the Commission had sought. Act 89 does include enhanced fare evasion penalties but this is not exclusive to AET. The Commission is developing a Revenue Assurance Plan incorporating various strategies to assist the Commission in enhancing its toll enforcement capabilities.

Following the enactment of Act 89, the Commission recently re-evaluated the AET schedule, which had contemplated full conversion to a cashless, non-stop AET system by 2018, and has determined that a modified schedule for AET implementation extending to approximately 2021 is reasonable. Additional information regarding AET is available on the Commission's website at <http://www.paturnpike.com/aet>.

CAPITAL IMPROVEMENTS

Act 61 Projects

In 1985, the General Assembly of the Commonwealth enacted Act 61. Act 61, among other things, authorized and empowered the Commission to undertake the construction of new projects

and to operate them as part of the System. Although Act 44 repealed Act 61, it provides that all activities initiated under Act 61 shall continue and remain in full force and effect and may be completed under Act 44.

System Maintenance and Inspection

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 Senior Indenture, 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, the Pennsylvania Turnpike Condition Assessment Report 2011 (submitted to the Commission in January 2012), was prepared by Michael Baker Jr., Inc. (the "**Condition Assessment Report**"). The next Turnpike Condition Assessment Report is scheduled for completion during 2014 and the Commission anticipates receiving the report in either late 2014 or early 2015.

Based on reviews performed by others as well as their own observations, the authors of the Condition Assessment Report found that, "the overall condition of the System is good except for specific areas noted in the report."

The following summarizes certain information found in the Condition Assessment Report, including certain of the "specific areas" referred to in the preceding paragraph, and in inspection data gathered in 2011.

Roadway

A top priority of the Commission is to entirely reconstruct the System roadways, completely removing all original pavement and sub-base and replacing it with an entirely new roadway, including all facets of the highway such as barriers and guide rails, noise and retention walls and drainage systems. From approximately 1998 to date, the Commission has rebuilt approximately 105 miles of roadways and bridges and much of the reconstructed roadway has been widened to accommodate six lanes. An October 2012 Pavement Condition Survey indicates the average rating for System roadways was 90.4 (100 maximum), which was consistent with recent years. International Roughness Index (IRI) measurements support these results. Further, no roadway segments exceeded established criteria for skid resistance and rutting. The average age of the base pavement is approximately 46 years.

Bridges

The percentage of structurally deficient ("**SD**") bridges in the System is currently 7.4%, or 64 of 867 bridges inspected, as compared to 7.9% in 2012 and 8.1% in 2011. A structurally deficient bridge typically requires significant maintenance and repair to remain in service and eventual rehabilitation or replacement to address deficiencies. Structural deficiency is an

indication of a bridge's overall status in terms of structural soundness. The fact that a bridge is classified as structurally deficient does not imply that it is unsafe. The percentage of SD bridges is below the national average for similar systems. Of the 64 bridges identified as SD, 24 are currently being replaced or repaired, an additional 37 are currently in design, and 3 are identified for repair or replacement in the Commission's Capital Plan. The Commission closely monitors all SD bridges to assure that they are maintained in a satisfactory condition.

Tunnels

The ten System tunnels vary in age from 20 to 71 years; therefore the Commission is focusing on the maintenance and rehabilitation of the mechanical, electrical and structural elements of the tunnels. The Tunnel Management Committee, which is represented by all of the Commission's functional departments, has improved identification of concerns that need to be monitored.

Toll Facilities

The overall condition of toll facilities that provide access to the System is fair to good.

Ten-Year Capital Plan

The Commission has a Ten-Year Capital Plan for its facilities and equipment (exclusive of the Mon/Fayette and Southern Beltway projects), consisting of the Highway Program, the Technology Program, Fleet Equipment, Facilities and Energy Management Operations and AET Conversion, which it updates each year. The Capital Plan for Fiscal Year 2014-2015 was adopted by the Commission on May 30, 2014. The Capital Plan calls for investment of \$6.50 billion, net of federal reimbursements, over the coming decade and is estimated to support approximately 95,000 jobs each year for the next 10 years.

Exhibit I attached to this Appendix A indicates budget allocations by program.

The Capital Plan will require the issuance of additional debt throughout the ten-year period. The Commission believes that the increased capital spending and increased debt issuance will require the imposition of annual toll increases throughout the ten-year period and beyond. The Traffic Study (as defined in the forepart of this Official Statement) prepared by CDM Smith (formerly Wilbur Smith Associates) contemplates increases of 3.0% to 5.5% in each year.

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, approximately 102 miles of total reconstruction has been completed and approximately 29 miles are currently in construction. Total reconstruction projects from Milepost 44 to Milepost 48, Milepost 99 to Milepost 102, Milepost 206 to Milepost 210, Milepost 220 to Milepost 227, and from the Mid-County Interchange (Milepost A-20) to Milepost A-26 and Milepost A26 to Milepost A-31. Currently, approximately 100 miles are in design.

Based on the Capital Plan, the Commission plans to spend approximately \$2.8 billion on total reconstruction projects and approximately \$1.1 billion on various bridge and tunnel projects over the next ten years. In total, the Highway Program includes funding of \$5.406 billion over the next ten years.

The Technology Program includes funding of \$237 million over the next ten years to address the Commission's technology needs including toll collection projects, communication, application development and technical operational needs. The Commission has implemented SAP ERP to provide a set of integrated business processes supported by multi-module application software with a centralized data repository.

The Fleet Program includes funding of \$164 million to purchase rolling stock to insure adequate maintenance of the roadway system.

The Facilities and Energy Management Program includes funding of \$265 million 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.

The implementation of AET and the conversion of System facilities to accommodate AET is estimated to require \$447 million in capital funding over the next ten years. This amount is higher than the estimate included in the AET Feasibility Report. The increase is associated with a proposed 3-gantry system in lieu of the 2-gantry system proposed in the AET Feasibility Report.

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 Interstate Route 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 Interstate Route 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 PA Route 51 south of Pittsburgh, are now part of the System. The final 14-mile section of the Mon/Fayette Expressway, extending from PA Route 51 to Interstate Route 376 in Pittsburgh, received environmental clearance in December 2004. Final design through design field view has been completed. Additional design, right-of-way acquisition

and construction cannot progress until additional funding is identified. Current estimates to complete the final 14 miles of the Mon/Fayette Expressway to Interstate Route 376 are in excess of \$2.5 billion.

When eventually completed, the Mon/Fayette Expressway would extend from Interstate 68 in West Virginia to Interstate Route 376 near Pittsburgh.

The proposed Southern Beltway is to be constructed from the Mon/Fayette Expressway, near Finleyville, extending as part of a beltway south of Pittsburgh to Interstate 376 at the Pittsburgh International Airport. It is comprised of three distinct projects. The six-mile project from I-376 to U.S. 22 (also known as the Findlay Connector) opened to traffic in October 2006. The project from U.S. 22 to I-79, which is currently estimated to cost \$666 million, received environmental clearance for its 13 miles in September, 2008 and is in final design; right of way acquisition began in late 2010. In January 2014, the Commission awarded two contracts, one for the construction manager and the other for the construction of a major bridge to carry the Southern Beltway over U.S. 22, to begin the construction of this leg of the Southern Beltway. Bridge construction commenced in the spring of 2014 and is expected to be completed by May 2015. Construction on the roadway portion of the U.S. 22 to I-79 project is expected to begin in 2016. When completed, the U.S. 22 to I-79 portion of the Southern Beltway will be an all-electronic toll facility. The remaining Southern Beltway project, from I-79 to the Mon/Fayette Expressway, received environmental clearance in May 2009. The final portion of the Southern Beltway is currently estimated to cost approximately \$788 million. The proceeds of the Commission's Oil Franchise Tax Revenue Bonds, Series A and B of 1998, and Oil Franchise Tax Revenue Bonds, Series A, B and C of 2003, and Registration Fee Revenue Bonds, Series of 2001, were applied to fund construction of the Mon/Fayette and Southern Beltway projects. It is anticipated that the remaining costs to complete the Mon/Fayette Expressway and the Southern Beltway will be financed with Oil Franchise Tax Revenues (as defined herein) and Registration Fee Revenues (as defined herein) along with other funding sources. Although the open sections of the Mon/Fayette Expressway and the Southern Beltway are toll roads, the Tolls (as defined herein) pledged for the repayment of Turnpike Revenue Bonds will not be pledged for the financing of their construction, which will be funded by Oil Franchise Tax Revenues and Registration Fee Revenues.

The Commission has no legal obligation to complete the unfinished portions of the Mon/Fayette Expressway and Southern Beltway projects at this time. However, Act 89 is expected to generate an estimated \$86.2 million in additional annual Oil Franchise Tax revenues for the Commission by Fiscal Year 2017-2018. With additional Oil Franchise Tax revenues the Commission is proceeding with the U.S. 22 to I-79 portion of the Southern Beltway as well as actively evaluating financing options to complete additional portions of the Southern Beltway and potentially portions of the Mon/Fayette Expressway.

I-95 Interchange

I-95 was completed in 1969 without an interchange connecting it to the Turnpike Mainline. Interstate travelers must 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 Commission is currently in the first of three phases of its Pennsylvania Turnpike/I-95 Interchange Project (the “*Interchange Project*”). 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 includes 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 southbound I-95 to the westbound Turnpike Mainline, and is currently under construction. This phase includes construction of a new mainline toll plaza and an AET plaza westbound, and was bid on March 27, 2013. Construction is expected to continue through 2015. The next construction contract, Section D10, was bid on June 5, 2014. Construction commenced in September 2014 and is expected to continue through 2016. The final contract in the first phase, Section D20, is planned to bid in summer 2015 and construction to continue into 2018. The second phase will include the completion of the reconstruction and widening of the remaining interchange connectors. The third phase will be the construction of an additional bridge over the Delaware River. Funding for construction of the first phase is included in the Capital Plan.

CERTAIN FINANCIAL INFORMATION

Revenue Sources of the Commission

The Commission’s revenues are principally derived from three separate sources: toll revenues from the operation of the System, revenue derived from a portion of the Commonwealth’s Oil Franchise Tax, and 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 and other income derived by the Commission from the vehicular usage of the System and all rights to receive the same (the “*Tolls*”). The Tolls are presently pledged to secure the Commission’s Turnpike Revenue Bonds and other Senior Indenture Parity Obligations, as well as any subordinated indebtedness that may be issued under the Senior Indenture (collectively, the “*Senior Indenture Obligations*”). Upon the issuance of the Bonds offered pursuant to this Official Statement and the refunding of the 2004A Bonds, there will be \$3,494,860,000 aggregate principal amount of fixed and variable rate Turnpike Revenue Bonds outstanding under the Senior Indenture. Other obligations issued and outstanding under the Senior Indenture include the Commission’s obligations under various interest rate swap agreements having a total current notional amount of \$1,471,233,000.

The Tolls are not pledged to secure the Oil Franchise Tax Revenue Bonds (as defined below), the Registration Fee Revenue Bonds (as defined below) or the bonds and other obligations issued under the Subordinate Indenture (“*Subordinate Indenture Obligations*”). All Subordinate

Indenture Obligations are subordinated to the payment of the Senior Indenture Obligations issued under the Senior Indenture. See “THE COMMISSION – Enabling Acts - *Issuance of Bonds; Commission Payments.*”

Neither the Senior 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 Subordinate Indenture.

The Commission may in the future, under the terms of the Senior 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 Senior Indenture which would eliminate toll revenues from these portions from the definition of Tolls under the Senior Indenture. The Commission currently has no plans to remove 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 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 Senior Indenture.

Oil Franchise Tax Revenues

The Commission’s second principal stream of revenues consists of that portion of the Commonwealth’s oil franchise tax revenues (the “***Oil Franchise Tax Revenues***”) allocated by statute to the Commission or the holders of the Commission’s Oil Franchise Tax Revenue Bonds (the “***Oil Franchise Tax Revenue Bonds***”), \$750,427,709.95 (including compounded amounts as of June 1, 2014 for capital appreciation bonds) of which are issued and outstanding. The Oil Franchise Tax Revenue Bonds, the proceeds of which were spent on portions of the Mon/Fayette Expressway and the Southern Beltway, are secured solely by Oil Franchise Tax Revenues. **The Oil Franchise Tax Revenues are not pledged to secure any Senior Indenture Obligations, any Subordinate Indenture Obligations or any Registration Fee 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***”), \$409,880,000 of which are issued and 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 Registration Fee Revenues. Registration Fee Revenue Bonds are to be paid solely from the Registration Fee Revenues. **The Registration Fee Revenues are not pledged to secure any Senior Indenture Obligations, Subordinate Indenture Obligations or the Oil Franchise Tax Revenue Bonds.**

Toll Schedule and Rates

The current System generally employs a closed or ticket system method for toll collection. Tolls are determined on the basis of the length of the trip and vehicle class. There are nine vehicle classes determined either by axles or, in the case of commercial vehicles, by axles and weight. Historically, all drivers were issued a ticket upon entering the System and were required to surrender the ticket and pay the appropriate toll upon exiting. Electronic toll collection methods, however, have been implemented throughout the System. See “THE TURNPIKE SYSTEM – E-ZPass Lanes.”

Between 1957 and 2008, the Commission implemented only five revisions in its toll schedule, effective on September 1, 1969, August 1, 1978, January 2, 1987, June 1, 1991 and August 1, 2004. On August 1, 2004, Turnpike System tolls increased by 1.8 cents per mile for passenger vehicles from 4.1 to 5.9 cents per mile. Commercial vehicles had an average increase of 5.3 cents per mile. Such toll increase was consistent with the rate of inflation over the 13 years since the Commission’s prior toll increase in 1991. All incremental revenue generated by such toll increase has been used to fund capital improvements to the System’s roads, tunnels and other upgrades.

Since 2008, the Commission has implemented rate increases as follows:

- On July 22, 2008, the Commission approved a toll increase in the amount of 25% (except for the Southern Beltway and the Mon Fayette Expressway) which became effective on January 4, 2009, with the expectation that it would implement annual increases thereafter.
- On August 18, 2009, the Commission approved a toll increase in the amount of 3% (except for the Southern Beltway) which became effective on January 3, 2010.
- On July 13, 2010, the Commission adopted several revenue enhancement measures that took effect on January 2, 2011. For E-ZPass users, tolls increased by 3%. For cash customers, tolls increased by 10% (rounded to the nearest \$0.05). (Tolls on the Southern Beltway were not increased.) Annual fees for use of E-ZPass transponders increased from \$3 per transponder to \$6 per transponder. Finally, the commercial discount program, which provided for tiered discounts of 10%, 15% and 20% off published toll rates depending on total monthly fares, was adjusted to provide tiered discounts of 5%, 10% and 15%. These revenue enhancements were used to provide funds for payments under the Amended Funding Agreement and other Act 44 purposes, including funding of the Commission’s capital expenditure program and normal operating expenditures.
- On July 19, 2011, the Commission approved a toll increase (except on the Southern Beltway) which took effect on January 2, 2012. E-ZPass users did not see a toll increase, and cash customers saw an increase of 10%. In addition, commercial discounts were reduced. The 15% volume discount was eliminated and the remaining discounts were set at a 5% discount for \$5,000-\$10,000 in monthly tolls

and a 10% discount for more than \$10,000 in monthly tolls. In addition, the Commission also approved approximate overall toll rate increases that among E-ZPass users and cash customers would average 3% annually for each of the 2013 and 2014 calendar years.

- At meetings on July 18, 2012 and September 4, 2012, the Commission approved toll increases which became effective on January 6, 2013. Tolls for cash customers generally increased by 10%, except for the Southern Beltway, and tolls for E-ZPass users increased by 2%. On the Southern Beltway, cash tolls for all classes (which had never increased since its opening in 2006) increased by 50%, and E-ZPass rates increased by 25%. Annual fees for non-commercial use of E-ZPass transponders decreased from \$6 per transponder to \$3 per transponder due to lower cost from the supplier. Finally, the commercial discount program was further adjusted. The 10% discount was eliminated and the minimum toll amount for discount eligibility increased from \$5,000 to \$10,000. The revised discount program provided for a 5% discount on total monthly fares of \$10,000 or more.
- At its meeting on July 16, 2013, the Commission clarified its previously approved toll increase which was to occur in January 2014. The Commission approved a differential to the toll increases which became effective on January 5, 2014. Tolls (except on the Southern Beltway) increased by 12% for cash customers and by 2% for E-ZPass users. The toll increase differential kept the overall toll revenue increase to approximately 3%, in keeping with previous approvals of the Commission. Additionally, the remaining commercial discount program (5% volume discount on total monthly fares of \$10,000 or more) was approved for elimination, effective January 5, 2014.
- At its meeting on September 20, 2013 the Commission partially reinstated the commercial discount. The Commission will provide a three percent (3%) discount to Turnpike System commercial E-ZPass account holders that expend \$20,000 or more in tolls per month on the Turnpike System.
- On June 17, 2014, the Commission approved a toll increase (except for the Southern Beltway) in the amount of 5% for both cash and E-ZPass users which will become effective on January 4, 2015.

Traffic data for the Fiscal Year ended May 31, 2014 indicates 6.2% increase in adjusted gross toll revenue, with an increase in traffic volume of 0.4%, as compared to the same period in Fiscal Year 2012-13. Economic conditions and gasoline price increases have impacted traffic volumes during Fiscal Year 2012-13 and Fiscal Year 2013-14. Preliminary traffic data for the first three months of Fiscal Year 2014-2015 indicates a 7.6% revenue increase with an increase in volume of 1.5% compared to the same period in Fiscal Year 2013-2014.

The following Table I illustrates the current tolls and per mile rates applicable to each vehicle class for a trip on the Turnpike Mainline from Interchange 1 through Interchange 359:

TABLE 1
 Current Tolls and Per Mile Rates for Mainline
 Roadway East - West Complete Trip
 Delaware River Bridge - Warrendale (Ticket System)

Vehicle Toll Class	Gross Vehicle Weight (Thousand Pound)	New Toll Rate Cash Effective 1/2014	Per Mile Cash Rate	New Toll Rate EZ-Pass Effective 1/2014	Per Mile EZ-Pass Rate
1	1-7	38.00	0.116	27.24	0.083
2	7-15	55.80	0.170	40.01	0.122
3	15-19	69.20	0.210	49.66	0.151
4	19-30	80.85	0.246	57.95	0.176
5	30-45	113.35	0.345	81.40	0.247
6	45-62	144.10	0.438	103.48	0.315
7	62-80	205.55	0.625	147.62	0.449
8	80-100	268.80	0.817	193.16	0.587
9	Over 100	1524.10	4.633	1095.49	3.330

Notes:

The above rates represent an “East West” trip for the ticket toll system between Warrendale (#30) and the Delaware River Bridge (#359) interchanges. The 30-mile Gateway to Warrendale roadway between Warrendale and the Ohio Turnpike has a barrier toll at the Gateway Mainline interchange (#2). For purposes of the Senior Indenture, the Mainline is the entire length of the roadway between Ohio and the Delaware River Bridge. The toll on the Gateway connector is payable only when traveling eastbound and is standard for all vehicles of a class, regardless of distance traveled. The cash rate as of January 5, 2014 is \$5.90 for the first two axles, \$11.65 for three axles, \$17.45 for four axles, \$23.10 for five axles and \$28.90 for six axles. The E-ZPass rate is \$4.14 for the first two axles, \$8.28 for three axles, \$12.42 for four axles, \$16.55 for five axles, and \$20.70 for six axles.

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 payments to PennDOT under the Amended Funding Agreement.

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Five-Year Financial History

The following Tables II and III summarize certain operating and revenue information with respect to the System for Fiscal Years from 2010 to 2014, and for the first three months of Fiscal Year 2013-2014 and Fiscal Year 2014-2015. 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. **Such information is not presented in accordance with general accepted accounting principles and has not been audited.** In the opinion of management of the Commission, the financial information for the three month period ended August 31 of Fiscal Year 2013-2014, and August 31 of Fiscal Year 2014-2015, is presented on a basis consistent with the presentation of the audited information below. Such interim information is not indicative of the results that may be expected for the entire current Fiscal Year.

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 2014 AND 2013 FINANCIAL STATEMENTS" of this Official Statement (the "*Financial Statements*").

The Commission currently makes certain operating and financial information, including its audited annual financial statements and information corresponding to the information set forth below in Tables II and III, available through the Municipal Securities Rulemaking Board -- Electronic Municipal Market Access (www.emma.msrb.org) pursuant to its undertakings in accordance with Rule 15c2-12 promulgated under the Securities Exchange Act of 1934, as amended. Information to be provided pursuant to the Commission's undertaking in connection with the bonds offered pursuant to this Official Statement is described in the forepart of this Official Statement under the caption "CONTINUING DISCLOSURE."

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TABLE II⁶
Number of Vehicles and Fare Revenues – Summarized by Fare Classification
(in thousands)

	<u>Fiscal Year Ended May 31,</u>					<u>Three-Months</u> <u>Ended August 31,</u>	
	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>FY 2015*</u>	<u>FY 2014</u>
Number of Vehicles:							
Passenger	163,599	165,230	164,960	163,690	163,788	45,098	44,650
Commercial	<u>22,933</u>	<u>23,812</u>	<u>24,127</u>	<u>24,207</u>	<u>24,891</u>	<u>6,914</u>	<u>6,592</u>
Total	<u>186,532</u>	<u>189,042</u>	<u>189,087</u>	<u>187,897</u>	<u>188,679</u>	<u>52,012</u>	<u>51,242</u>
Fare Revenue							
Passenger	\$407,368	\$435,751	\$455,133	\$471,514	\$497,671	\$152,351	\$142,892
Commercial	<u>310,670</u>	<u>328,105</u>	<u>342,646</u>	<u>350,226</u>	<u>368,395</u>	<u>102,169</u>	<u>94,824</u>
Total	718,038	763,856	797,779	821,740	866,066	254,520	237,716
Discount	<u>-24,211</u>	<u>-24,152</u>	<u>-16,981</u>	<u>-10,198</u>	<u>-4,220</u>	<u>-232</u>	<u>-1,284</u>
Net Fare Revenues	<u>\$693,827</u>	<u>\$739,704</u>	<u>\$780,798</u>	<u>\$811,542</u>	<u>\$861,846</u>	<u>\$254,288</u>	<u>\$236,432</u>

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⁶ Does not include Oil Franchise Tax Revenues or Registration Fee Revenues.
* Unaudited.

TABLE III
Summary of System Revenues and Operating Expenditures
Before Interest and Other Charges^{7,8}
(000's Omitted)
Fiscal Year End May 31

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	Three months ended August 31,	
						FY 2015*	FY 2014
Revenues							
Net Toll Revenues	\$693,827	\$739,704	\$780,798	\$811,542	\$861,846	\$ 254,179	\$236,433
Concession Revenues	2,868	2,728	3,167	3,302	3,554	1,002	1,113
Interest Income (non bond proceeds)	5,560	11,089	15,771	19,497	14,917	3,328	4,126
Miscellaneous	<u>13,337</u>	<u>16,202</u>	<u>19,923</u>	<u>16,792</u>	<u>15,355</u>	<u>3,585</u>	<u>4,421</u>
Total Revenues	\$715,592	\$769,723	\$819,659	\$851,133	\$895,672	\$262,094	\$246,093
Operating Expenditures							
General & Administrative	\$41,467	\$33,528	\$40,335	\$42,542	\$40,958	\$15,269	\$9,184
Operations Safety & Incident Response	4,048	3,979	4,078	4,455	3,966	935	1,130
Service Centers	19,596	20,384	25,570	24,480	22,448	6,619	5,964
Employee Benefits	69,387	70,441	77,563	80,670	83,810	20,184	20,048
Fare Collection	63,087	64,944	61,884	59,952	58,164	9,403	14,580
Normal Maintenance	64,347	65,285	58,096	65,924	74,789	13,035	13,064
Facilities and Energy Mgmt. Operations	80	2,866	7,644	8,903	9,850	2,528	2,143
Turnpike Patrol	<u>34,337</u>	<u>34,056</u>	<u>34,658</u>	<u>36,171</u>	<u>39,818</u>	<u>9,294</u>	<u>8,674</u>
Total Operating Expenditures	\$296,349	\$295,483	\$309,828	\$323,097	\$333,803	\$77,267	\$74,787
Revenues less Operating Expenditures	\$419,243	\$474,240	\$509,831	\$528,036	\$561,869	\$184,827	\$171,306
Senior Annual Debt Service Requirement	\$127,866	\$120,570	\$145,906	\$142,552	\$158,995		
Coverage Ratio	3.28	3.93	3.49	3.70	3.53		
Annual Subordinate Debt Service Requirement	\$86,977	\$123,186	\$130,713	\$156,067	\$196,475		
Coverage Ratio	1.95	1.95	1.84	1.77	1.58		
Annual MLF Enhanced Debt Service Requirement		\$1,541	\$10,063	\$20,305	\$29,632		
Coverage Ratio		1.93	1.78	1.66	1.46		

⁷ 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 capital interest and receipt of Federal Subsidy.

⁸ Does not include Oil Franchise Tax Revenues or Registration Fee Revenues or debt service on the Oil Franchise Tax Revenue Bonds or Registration Fee Revenue Bonds.

*Unaudited.

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.

In addition, Act 44 requires the Commission to prepare and submit a Financial Plan to the Secretary of the Budget 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 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 payments due to PennDOT under Act 44, Act 89 and the Amended Funding Agreement in the upcoming year after all other Commission obligations and interest thereon, sinking fund requirements of the Commission, 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. The Commission delivered the Act 44 Financial Plan for Fiscal Year 2013-2014 (June 1, 2013 through May 31, 2014) in a timely fashion to the Secretary of the Budget. Following the enactment of Act 89 the Commission delivered to the Secretary of the Budget an Amended Act 44 Financial Plan for Fiscal Year 2013-2014 on March 5, 2014. The Commission delivered the Act 44 Financial Plan for Fiscal Year 2014-2015 on May 30, 2014. See "THE COMMISSION – Enabling Acts – *Rules Relating to Governance and Accountability Under the Enabling Acts*" above.

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 January 8, 2013, former Auditor General Wagner issued a final report presenting the results of his quadrennial audit of the Commission under Act 44 and Act 122. The financial portion of the audit covered the period from June 1, 2005 to May 31, 2010, and the performance portion of the audit covered the period from June 1, 2007 to August 31, 2011. The Auditor General's office did not conduct its own financial audit but reviewed audits and supporting documentation of the independent firm that audits the Commission's financial statements annually, including working papers for the five fiscal years ended May 31, 2006 through May 31, 2010.

The audit report included recommendations to the Commission with respect to the following areas:

- non-revenue use of the Turnpike System by Commission employees;
- non-revenue use of the Turnpike System by nearly 5,000 consultants, contractors, and other state government officials;
- the monitoring, audit and evaluation by the Commission of the E-ZPass system;
- continued or expanded monitoring, review and inspection of the Turnpike System's tunnels;
- reimbursement of the travel and other expenses of Commissioners; and
- the Commission's use of interest rate swaps as part of its overall debt-management practices.

On January 2, 2013, in response to the release by the former Auditor General of a draft report, the Commission's then Acting Chief Executive Officer responded by letter to former Auditor General Wagner, addressing the proposed recommendations of the Department of Auditor General. On January 8, 2013, upon release of the final report, the Commission issued a press release making available to the public the Commission's response to the audit report.

The full text of the Department of Auditor General's final report may be found at http://www.auditorgen.state.pa.us/department/press/PTC_Report_final_01082013.pdf. For the Commission's response, see <http://www.paturnpike.com/press/2013/20130108145419.htm>.

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 Senior 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 Senior Indenture and the Commission's Debt Management Policy, it is the internal policy of the Commission's management to maintain 2.00 debt service coverage on the Turnpike Revenue Bonds, 1.30 debt service coverage on the Subordinate Bonds and 1.20 debt service coverage on the Special Revenue Bonds. For a discussion of the rate covenant under the Senior Indenture, see "SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE—THE SENIOR INDENTURE—Rate Covenant" in Appendix C to this Official Statement. The Commission's Debt Management Policy is available on the Commission's website at: <http://www.paturnpike.com/geninfo/Debt%20Management%20Policy%20Letter.pdf>. As of October 1, 2014, approximately 86% of the Commission's outstanding debt is fixed rate, five percent is synthetic fixed, seven percent variable rate, and one percent is synthetic variable.

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, swap options, caps, collars and floors (collectively, "*Swaps*") incurred in connection with the incurrence of debt. The Commission's Swap Policy was amended in May 2013 to reflect current regulations and best practices in the derivatives industry.

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. Key elements of the Swap Policy include the following:

Swap Counterparties – Credit Criteria. The Commission will make its best efforts to work with qualified Swap counterparties that have a general credit rating of: (i) at least "A3" or "A" by two of the nationally recognized rating agencies and not rated lower than "A3" or "A" by any nationally recognized rating agency, or (ii) have a "non-terminating" "AAA" subsidiary as rated by at least one nationally recognized credit rating agency.

Term and Notional Amount. For Swaps tied to an issued series of bonds, the term of the Swap agreement shall not extend beyond the final maturity date of the related bonds. The total net notional amount of all Swaps related to a bond issue should not exceed the aggregate principal amount of outstanding bonds. In calculating the net notional amount, netting credit shall be given to any Swaps that offset each other for a specific bond transaction.

Security and Source of Repayment. The Commission may use the same security and source of repayment (pledged revenues) for Swaps as is used for bonds that are hedged by the Swap, if any, but shall consider the economic costs and benefits of subordinating the Commission's payments and/or termination payment under the Swap. The Commission shall consult with Bond Counsel regarding the legal requirements associated with making the payments under the Swap on a parity or non-parity basis with outstanding Commission debt.

Prohibited Agreements. The Commission will not use Swaps that:

- Are speculative or create extraordinary leverage as risk;
- Lack adequate liquidity to terminate without incurring a significant bid/ask spread;
or
- Provide insufficient price transparency to allow reasonable valuation.

Annual Swap Report. The Commission's Chief Financial Officer, in consultation with the Commission's Financial Consultant, Swap Advisor and Bond Counsel, will evaluate the risks associated with outstanding Swaps at least annually and provide to the senior executives and the Commissioners a written report of the findings based upon criteria set forth in the Swap Policy.

Disclosure and Financial Reporting. The Commission will ensure that there is full and complete disclosure of all Swaps to rating agencies and in disclosure documents. Disclosure in marketing documents, including bond offering documents, shall provide a clear summary of the special risks involved with Swaps and any potential exposure to interest rate volatility or unusually large and rapid changes in market value. With respect to its financial statements, the Commission will adhere to the guidelines for the financial reporting of Swaps, as set forth by the Governmental Accounting Standards Board ("**GASB**") or other applicable regulatory agencies.

The Commission has interest rate exchange agreements with respect to its Senior Revenue Bonds, Series 2006A, Series 2009A, Series 2010B, Series 2012B, Series 2013B and Series 2014B. In addition, the Commission has interest rate exchange agreements with respect to its Registration Fee Revenue Bonds, Series 2005, and Oil Franchise Tax Revenue Bonds, Series 2003C. As of October 31, 2014, the aggregate market value of the swaps to the counterparties thereto from the Commission was calculated to be approximately \$113,776,329 (negative value to the Commission) with respect to swaps relating to the Senior Bonds referred to above, \$61,084,255 (negative value to the Commission) with respect to swaps relating to the Registration Fee Revenue Bonds referred to above, and \$6,041,935 (negative value to the Commission) with respect to swaps relating to the above-referenced Oil Franchise Tax Revenue Bonds. See Note 4, Note 8, and Note

13 to the Financial Statements. The Commission does not have any interest rate exchange agreements associated with its Subordinate Revenue Bonds or Special Revenue Bonds.

There are a number of risks associated with Swaps 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; 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. 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 will prevent the Commission from suffering adverse financial consequences as a result of these transactions.

The Commission adopted a post-issuance compliance policy on December 6, 2011 to assist it in complying with the provisions of the Internal Revenue Code of 1986, as amended regarding the use of proceeds of tax-exempt bonds.

Copies of the Commission’s Investment Policy, Liquidity Standard Policy, Debt Management Policy and Swap Policy can be found on the Commission’s website at: <http://www.paturmpike.com/geninfo/policies.aspx>.

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

Future Financing Considerations

The Commission may issue additional bonds under the Senior Indenture and the Subordinate 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 anticipates that it will borrow substantial additional funds for the purpose of funding capital expenditures for the System pursuant to the Ten Year Capital Plan. In addition, pursuant to Act 89, the Commission anticipates that it will borrow substantial additional funds for purposes of funding payments under Act 44, Act 89 and the Amended Funding Agreement through Fiscal Year 2021-2022. Such borrowings are expected to be undertaken principally under the Senior Indenture and the Subordinate Indenture. In addition, 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 was effective January 5, 2014. See “CERTAIN FINANCIAL INFORMATION – Toll Schedule and Rates” above for further information.

The Commission expects to issue one or more additional series of Turnpike Revenue Bonds under the Senior Indenture during the fall of 2014 for the purpose of funding costs of capital projects included in the Commission's Capital Plan. The Commission also expects to issue additional bonds under the Subordinate Indenture, including one or more series of Subordinate Revenue Bonds in the spring of 2015, to finance all or a portion of its quarterly payments to PennDOT pursuant to the Amended Funding Agreement under the Enabling Acts. (See "THE COMMISSION—Enabling Acts – *Issuance of Bonds; Commission Payments*" above.) In addition, the Commission regularly evaluates market conditions with respect to the possible refunding of its outstanding Turnpike Revenue Bonds, Subordinate Revenue Bonds, Special Revenue Bonds, Oil Franchise Tax Revenue Bonds and Registration Fee Revenue Bonds.

In connection with funding for the I-95 Interchange project, the Commission anticipates borrowing up to \$200 million in four tranches of up to \$50 million each through the Immigrant Investor Program (known as the EB-5 visa program) administered by the U.S. Citizenship and Immigration Services in the period 2015 through 2017. Such debt would be issued under the Senior Indenture on parity with the Turnpike Revenue Bonds.

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.

Certain Recent Financing

In September of 2014, the Commission issued its Special Obligation Bonds (Federally Taxable), Series 2014 in an aggregate principal amount of \$288,675,000 (the "2014 Special Obligation Bonds"), a portion of the proceeds of which, together with certain other available funds, were applied to the current refunding of all of the outstanding Commission's Oil Franchise Tax Senior Revenue Bonds, Series A of 1998 and the Commission's Oil Franchise Tax Senior Revenue Bonds, Series B of 1998. A portion of the proceeds of the 2014 Special Obligation Bonds will provide funds for the construction of part of the sections of the System known as the Mon-Fayette Expressway and Southern Beltway. The 2014 Special Obligation Bonds are not secured by nor have any interest in the Trust Estate under the Senior Indenture.

CERTAIN OTHER INFORMATION

Insurance

The Commission maintains All-Risk Property, Builder's Risk, Public Official bonds, 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 \$125 million per occurrence policy limit.

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 \$2 million. For buildings (including contents), toll plazas and equipment, warehouses and similar facilities, the deductible is \$1 million.

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, Builders Risk and other project-specific insurance with limits and large deductibles varying by project.

Personnel and Labor Relations

As of October 1, 2014, the Commission employed 2,068 persons, consisting of 497 management employees, 1,463 full-time union members, and 108 temporary union employees. Seventy one percent (71%) of all employees are engaged in maintenance operations and fare collection. There are 795 field personnel in the 22 facilities.

In an effort to meet funding obligations and contain costs, in 2008 the Commission reduced overhead by eliminating vacant positions, offered early retirement incentives to eligible staff members, implemented a reduction-in-force program for positions no longer required, and reduced salary and benefit expenses by cutting 15 management positions. Subsequently, the Commission also reduced overtime by permanently shifting schedules, lowered expenses, and implemented a management pay freeze during Fiscal Years 2009-2010 and 2010-2011, and the first half of Fiscal Year 2011-2012. As a result, the Commission currently employs 482, or 18.90% fewer employees, than it did in 2002, the peak employment year over the past 12 years.

The civil service requirements applicable to the state government do not apply to employees of the Commission.

The Commission is a party to three collective bargaining agreements and one memorandum of understanding with Teamsters' Local Unions covering central office, field, professional and first level supervisory personnel. The three collective bargaining agreements became effective on October 1, 2007 and expired on September 30, 2011. An agreement was reached with one bargaining unit, which was effective as of November 19, 2013 and extends until September 30, 2017. No extension to either of the two remaining collective bargaining agreements has been executed. Those unions retain their right to strike during negotiations. Negotiations are ongoing with the two remaining collective bargaining units. The memorandum of understanding, which became effective on October 1, 2007, has no termination date. Since union representation

began, the Commission has experienced one work stoppage which occurred on November 24, 2004 and lasted for seven days.

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 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 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 his/her 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.

Covered Class A, Class AA, Class A-3 and A-4 employees are required by statute to contribute to SERS at a rate of 5.00%, 6.25%, 6.25% and 9.30% respectively, of their gross pay. Employees' contributions are recorded in individually identified 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 required retirement contribution, as a percentage of covered payroll, by class for the most recent five Fiscal Years of the Commonwealth is as follows:

<u>Year Ended June 30</u> <u>(Commonwealth's Fiscal Year)</u>	<u>Class A</u>	<u>Class AA</u>	<u>Class A-3</u>	<u>Class A-4</u>
2014	12.10%	15.12%	10.46%	10.46%
2013	8.43	10.51	7.29	7.29
2012	5.59	6.99	4.83	4.83
2011	3.29	4.11	4.11	4.11
2010	2.52	3.15		

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

<u>Year Ended May 31</u>	<u>Commission Required</u> <u>Contribution</u> <u>(in millions)</u>	<u>Percent Contributed</u>
2014	\$17.4	100%
2013	12.0	100
2012	7.9	100
2011	5.3	100
2010	4.0	100

The Commission has budgeted \$24.9 million for Fiscal Year 2014-2015.

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 www.sers.state.pa.us.

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.

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 collared percentage point increases are 3.0 for the Commonwealth’s fiscal year ended June 30, 2012, 3.5 for the Commonwealth fiscal year ending June 30, 2013 and 4.5 each year thereafter until no longer needed. These limitations are intended to reduce spikes in employer contributions.

For more information on SERS, including Act 120, see the SERS website at www.portal.state.pa.us/portal/server.pt/community/pension_funding/19115 and the disclosure beginning on page 51 of the Official Statement for the Commonwealth’s General Obligation Bonds, First Series of 2014 and First Refunding Series of 2014, dated April 29, 2014 (as modified), which may be found at the EMMA website at <http://emma.msrb.org/IssueView/IssueDetails.aspx?id=EP364563>.

During the current session of the General Assembly, which lasts until December 2014, legislation was introduced (House Bill 1350 and Senate Bill 922, which were both based, in part, upon a proposal originally put forth by Governor Corbett in February 2013) which, if enacted, would affect future required pension contributions by the Commission (and other Commonwealth employers) for its employees by changing, in part, Pennsylvania’s pension system for future Commonwealth employees (including Commission employees) from a defined benefit plan to a defined contribution plan, similar to 401(k) plans prevalent in the private sector. The proposed legislation makes no changes for current retirees nor would it make changes to the benefits already earned by current employees. Future benefits for current employees would be modified to reduce the retirement multiplier by 0.5 percent for all employees currently above a 2.0 times multiplier. In addition, the existing employer contribution rate collars, as implemented by Act 120, would be reduced. At present, the Act 120 collars have the effect of limiting the year-over-year increase in the employer contribution rate to 4.5 percent annually. The proposed legislation would reduce the Act 120 collars from 4.5 percent to 2.25 percent. The contribution collar rates would then rise 0.5 percent per year until reaching 4.5 percent or the annual required contribution level. Both House Bill 1350 and Senate Bill 922 have been introduced in their respective houses of the General Assembly and have been referred to the appropriate legislative committee for hearings. Following hearings in both chambers, House Bill 1350 and Senate Bill 922 were amended separately and divergently in the respective legislative committees of the House and Senate. In general, most provisions of Governor Corbett’s original proposal were deleted and replaced with a varying proposal to shift all or portions of all new state employees to a defined contribution plan. Neither bill has been approved by either chamber to date. It is premature to predict the prospects of this (or similar) legislation in the General Assembly during the remainder of the current legislative session.

In February 2014, as part of his fiscal year 2014-2015 Executive Budget, Governor Corbett again proposed changes to Pennsylvania’s pension systems similar to those he proposed in

February 2013. Specifically, the Governor is again proposing to reduce the Act 120 collars from 4.5 percent to 2.25 percent. Similarly, the Governor's proposal would "offer" a defined contribution plan for future employees. No legislation pertaining to the Governor's proposal has been introduced to date in the General Assembly and it is premature to predict the prospects of this or similar proposals or legislation in the General Assembly during the remainder of the current legislative session.

Other Post-Employment Benefit Liabilities

The Commission maintains a welfare plan program (the "*Plan*"), one purpose of which is to provide 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 the Internal Revenue Code, to provide funding of the Plan's other post-employment benefits ("*OPEB*" or the "*Benefits*").

The Trust is administered by its trustees. PNC Bank, N.A. serves as custodian of the assets of the Trust. Payments from the Trust are made by the custodian at the direction of its trustees. The Trust's financial statements are not included in the financial statements of a public employee retirement system. The Trust issues a stand-alone financial report, which can be obtained by contacting the Commission's Accounting and 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 post-employment medical, prescription drug, dental and vision benefits to management and supervisory union employees who have reached 20 years of service and are under age 60; and benefit eligibility changes from 20 to 10 years for retirees 60 years of age or older. The same coverage is provided to surviving spouses or domestic partners and dependents of management and supervisory union retirees who retired on or after March 1, 2001. Surviving spouses or domestic partners of retirees who retired prior to March 1, 2001, may purchase medical and prescription 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.

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.

For Local 30 Professional and other non-supervisory union employees/retirees who were hired prior to January 1, 2011, the earlier of (i) completion of 20 years of service or (ii) the later of attainment of age 60 and the completion of 10 years of service, satisfies the eligibility requirements. The last five years of service must be with the Commission.

For Local 30 Professionals who were hired on or after January 1, 2011, the earlier of (i) completion of 30 years of service or (ii) the later of attainment of age 60 and completion of 25 years of service, satisfies the eligibility requirements. The last ten years of service must be with the Commission.

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 coverage and dependents are offered coverage under COBRA.

The Trust began making payments to benefit providers for retiree claims and related administrative fees in October 2008. Prior to that time, the Commission made such payments. For the year ended May 31, 2014 (unaudited), claims and administration expenses totaled \$13.7 million.

Historically, the Commission has funded its post-employment benefit liabilities on a pay-as-you-go basis. In accordance with the pronouncements of the GASB applicable to the Commission, the Commission began reporting its unfunded actuarial accrued liabilities for OPEB and its annual OPEB cost each year commencing with its audited financial statements for the Fiscal Year ended May 31, 2008. The Commission's unfunded actuarial accrued liability (the "UAAL") as of January 1, 2014 was \$11.9 million, using a 7% discount rate and assuming that the annual required contribution would be invested in an irrevocable separate trust account. The Commission decided to use the Projected Unit Credit Cost Method with the unfunded liability as of March 1, 2012 amortized over a closed 10 years and subsequent changes in the unfunded liability amortized over an open 10 years. The Commission is required, pursuant to GASB rules, to have biennial actuarial valuations of its OPEB obligations. The last biennial actuarial valuation was as of January 1, 2014.

The Commission has adopted a Retiree Medical Trust Funding Policy, effective September 17, 2008, whereby the Commission anticipates approving an annual contribution to the Trust in the amount of the annual required contribution ("**ARC**") as determined by the Commission's actuary during the approval of its annual operating budget. The Commission's annual required contributions for Fiscal Year 2012-2013 and Fiscal Year 2013-2014, which includes the normal costs for the year, a Trust expense assumption, a component for the level dollar amortization of the total UAAL and a mid-year contribution interest component, were \$23.4 million and \$18.4 million, respectively. The Commission's actual contributions towards the ARC for Fiscal Year 2012-2013 and Fiscal Year 2013-2014 were \$54.8 million and \$44.2 million, respectively. The market value of the Trust's assets for the fiscal years ended May 31, 2012 and May 31, 2013 were \$217.0 million and \$275.2 million (unaudited), respectively.

The Trust's financial statements are not included in the financial statements of the Commission. For additional information regarding the Benefits and the Trust, including funding status and actuarial methods and assumptions, see Note 10 to the Financial Statements.

Commission Compliance Department

In 2009, an Office of Inspector General (the “OIG”) was created within the Commission to maintain integrity and efficiency at the Commission and to further maintain public confidence in the Commission. In 2012, the OIG merged into the newly created Compliance Department. The functions of the former OIG currently fall under the Compliance Department and the Special Investigations unit within the Compliance Department. The primary mission of the Compliance Department is developing, managing, and executing comprehensive audit and investigation programs that examine and promote the adequacy and effectiveness of the Commission’s internal control system. The Compliance Department includes the office of Chief Compliance Officer and the departments of Toll Revenue Audit, Audit and Advisory Services, and Special Investigations. As head of the department, the Chief Compliance Officer oversees all aspects of operations auditing, toll revenue auditing, and internal and external investigations, enforcement of Commission rules, regulations, policies and strategic planning, and the Commission’s Code of Conduct. The Compliance Department has conducted numerous investigations of fraud, waste, abuse and misconduct that have resulted in the termination of Commission employees and a vendor contract. When appropriate, the Compliance Department refers cases to law enforcement authorities for possible criminal prosecution.

EXHIBIT I

**PENNSYLVANIA TURNPIKE COMMISSION
FISCAL YEAR 2015 TEN-YEAR CAPITAL PLAN⁹**

FY 2015 Ten Year Capital Plan (YOE)												
Program	Program Category	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	TOTAL PLAN
Highway	Roadway/Safety	98,811,000	62,008,452	67,176,941	92,104,311	59,681,103	125,783,223	138,746,758	109,675,606	121,684,404	90,816,432	966,488,230
Highway	Bridge, Tunnels & Misc Structure	88,552,026	98,799,026	87,883,239	63,943,747	58,825,181	162,554,981	136,651,282	136,125,791	139,526,837	143,519,904	1,116,382,014
Highway	Total Reconstruction	273,917,000	319,370,738	279,552,481	272,722,034	402,172,159	206,532,255	188,569,393	285,500,742	263,188,242	291,175,902	2,782,700,948
Highway	Interchanges	79,603,000	117,476,188	131,800,323	107,716,110	16,507,066	3,424,132	0	0	0	0	456,526,820
Highway	Highway Miscellaneous	44,740,667	31,098,178	36,379,251	34,788,514	27,194,975	20,310,812	18,944,837	19,332,221	19,071,880	19,202,385	271,063,720
Highway	Highway Total	585,623,693	628,752,582	602,792,235	571,274,716	564,380,485	518,605,404	482,912,270	550,634,360	543,471,364	544,714,623	5,593,161,732
Highway	Federally Reimbursed Funds	52,000,000	20,000,000	25,850,000	30,850,000	40,000,000	18,800,000	0	0	0	0	187,500,000
Highway	Highway Net	533,623,693	608,752,582	576,942,235	540,424,716	524,380,485	499,805,404	482,912,270	550,634,360	543,471,364	544,714,623	5,405,661,732
FEMO	Re-capitalization	700,000	513,400	1,052,088	410,646	190,593	469,387					3,336,114
FEMO	Sustainment	10,650,000	8,111,720	9,910,591	10,176,195	9,893,124	10,158,260	10,430,501	9,386,326	9,637,879	9,896,174	98,250,771
FEMO	Compliance	1,980,000	2,412,980	3,162,955	3,247,722	3,334,761	3,424,132	3,515,899	3,610,125	3,706,877	3,806,221	32,201,672
FEMO	New Energy Initiative	1,865,835	1,197,079	1,176,445	1,021,032	1,000,428	1,027,240	1,054,770	1,083,038	1,112,063	1,141,866	11,679,796
FEMO	Facilities Design	28,307,557	26,570,736	26,935,172	14,344,105	3,612,658	4,613,980	3,808,891	3,910,969	4,015,783	4,123,406	120,243,256
FEMO	FEMO Total	43,503,392	38,805,915	42,237,252	29,199,700	18,031,563	19,692,998	18,810,061	17,990,458	18,472,602	18,967,668	265,711,609
Fleet Equipment	Fleet Equipment	16,031,814	13,419,781	15,920,778	14,214,773	16,288,976	20,175,503	17,812,122	18,315,302	18,831,948	13,276,317	164,287,314
Fleet Equipment	Fleet Equipment Total	16,031,814	13,419,781	15,920,778	14,214,773	16,288,976	20,175,503	17,812,122	18,315,302	18,831,948	13,276,317	164,287,314
Technology	Functional Business Software	13,000,986	13,628,427	12,048,395	12,457,427	13,177,592	13,552,150	14,095,977	15,188,330	15,235,263	14,532,863	136,917,410
Technology	Infrastructure HW / SW	8,580,000	5,963,914	6,649,616	6,429,353	3,894,751	3,999,130	3,913,635	4,018,521	4,126,217	3,773,229	51,348,365
Technology	Toll Collection / Operations	10,760,000	14,708,910	11,492,069	1,623,861	1,667,380	1,712,066	1,757,950	1,805,063	1,853,438	1,522,488	48,903,225
Technology	Technology Total	32,340,986	34,301,251	30,190,079	20,510,640	18,739,723	19,263,346	19,767,562	21,011,914	21,214,918	19,828,580	237,169,000
EN-00115	All-Electronic Toll Conversion	5,175,000	18,887,986	8,764,548	28,668,724	30,504,169	81,544,573	117,463,848	50,071,234	57,702,478	48,526,780	447,309,339
Capital Plan Grand Total		682,674,885	734,167,515	699,904,892	663,868,554	647,944,916	659,281,824	656,765,863	658,023,268	659,693,310	645,313,968	6,707,638,993
Capital Plan Grand Total NET		630,674,885	714,167,515	674,054,892	633,018,554	607,944,916	640,481,824	656,765,863	658,023,268	659,693,310	645,313,968	6,520,138,993

⁹ Capital plans from prior years back to Fiscal Year 2005-2006 are available on the Commission's website at <https://www.paturnpike.com/>

APPENDIX B

AUDITED 2014 AND 2013 FINANCIAL STATEMENTS

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BASIC FINANCIAL STATEMENTS

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania
Years Ended May 31, 2014 and 2013
With Report of Independent Auditors

Zelenkofske Axelrod LLC

A Certified Public Accounting and Auditing Firm

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Zelenkofske Axelrod LLC

INDEPENDENT AUDITORS' REPORT

The Commissioners
Pennsylvania Turnpike Commission
Middletown, Pennsylvania

We have audited the accompanying financial statements of the Pennsylvania Turnpike Commission (the "Commission"), a component unit of the Commonwealth of Pennsylvania, as of and for the years ended May 31, 2014 and 2013, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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.

Auditors' Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditors' consider internal control relevant to the entity's preparation and fair presentation of the financial statements 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 entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

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Zelenkofske Axelrod LLC

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Commission, as of May 31, 2014 and 2013, and the changes in financial position and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Adoption of Accounting Pronouncements

As described in Note 2 to the financial statements, in 2014 the Commission adopted the provisions of Governmental Accounting Standards Board's Statement No. 61, *The Financial Reporting Entity: Omnibus—an amendment of GASB Statements No. 14 and No. 34*, the provisions of Statement No. 65, *Items Previously Reported as Assets and Liabilities*, the provisions of Statement No. 66, *Technical Corrections—2012—an amendment of GASB Statements No. 10 and No. 62*, and the provisions of Statement No. 70, *Accounting and Financial Reporting for Nonexchange Financial Guarantees*. Our opinion is not modified with respect to these matters.

Emphasis of Matter

As more fully explained in Note 9, the Commission has committed to making significant payments under an Amended Lease and Funding Agreement as required under the terms of Acts 44 and 89. The Commission's ability to make such payments is dependent on its continuing capability to issue bonds to fund such payments and ultimately to raise tolls sufficient to repay its bonded debt and current lease payments. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the schedule of funding progress – postemployment healthcare benefits on pages 4 through 20 and page 92 be presented to supplement the basic financial statements. 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 auditing standards generally accepted in the United States of America, 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 audits of the basic financial statements. We do not express an opinion or provide any

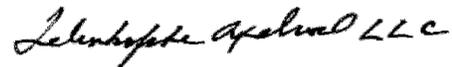
Zelenkofske Axelrod LLC

assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audits were conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Commission's basic financial statements. The section information on pages on 94 through 108 and the schedules of cost of services detail on page 109 are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The section information and schedules of cost of services detail are the responsibility of management and were derived from and relate 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 audits 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 and cost of services detail are fairly stated, in all material respects, in relation to the basic financial statements as a whole.



ZELENKOFKSKE AXELROD LLC

Harrisburg, Pennsylvania
August 27, 2014

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Management's Discussion and Analysis

May 31, 2014

The management of the Pennsylvania Turnpike Commission (hereinafter referred to as the Commission) offers this narrative overview and analysis of the Commission's financial activities for the year ended May 31, 2014, which should be read in conjunction with the Commission's basic financial statements. Certain amounts presented in the prior period have been reclassified to conform to the current period financial statement presentation.

Overview of the Basic Financial Statements

This MD&A is intended to serve as an introduction to the Commission's basic financial statements. While the Commission is considered a component unit of the Commonwealth of Pennsylvania, 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 (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, capital contributions, and the special item. Changes in net position (increases or decreases) reflect the current fiscal period's operating impact upon 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.

Notes to the basic financial statements contain information and offer explanations to the basic financial statements. The notes are intended to assist the reader in understanding the Commission's basic financial statements.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Management's Discussion and Analysis (continued)

Financial Analysis

Comparative Condensed Statements of Net Position

	2014	May 31 2013 <i>(Restated)¹</i>	2012 <i>(Restated)¹</i>
	<i>(In Thousands)</i>		
Assets and deferred outflows of resources			
Current assets	\$ 1,123,279	\$ 1,014,941	\$ 777,193
Long-term investments	743,407	728,103	898,014
Capital assets, net of accumulated depreciation	4,914,361	4,831,902	4,715,957
Other assets	123,055	101,708	71,752
Total assets	6,904,102	6,676,654	6,462,916
Deferred outflows of resources	213,878	255,521	349,406
Total assets and deferred outflows of resources	7,117,980	6,932,175	6,812,322
Liabilities and deferred inflows of resources			
Current liabilities	569,919	597,007	523,912
Debt, net of unamortized premium	9,523,230	8,678,370	7,942,673
Other noncurrent liabilities	200,726	203,766	284,892
Total liabilities	10,293,875	9,479,143	8,751,477
Deferred inflows of resources	124,560	141,440	108,503
Total liabilities and deferred inflows of resources	10,418,435	9,620,583	8,859,980
Net position			
Net investment in capital assets	372,750	613,422	927,679
Restricted for construction purposes	237,042	225,358	232,392
Restricted for debt service	36,801	49,655	37,611
Unrestricted	(3,947,048)	(3,576,843)	(3,245,340)
Total net position	\$ (3,300,455)	\$ (2,688,408)	\$ (2,047,658)

¹ Certain 2013 and 2012 amounts were restated.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Management's Discussion and Analysis (continued)

Financial Analysis (continued)

The Commission's total net position decreased \$612.0 million and \$640.8 million for the fiscal years ended May 31, 2014 and 2013, respectively. The large decreases in net position in the fiscal years 2014 and 2013 were mainly the result of the \$450 million paid in both years to the Pennsylvania Department of Transportation (PennDOT), as required by Act 44, Act 89 and the Amended Lease and Funding Agreement (Amended Funding Agreement) between the Commission and PennDOT, as well as interest expense on the debt issued to fund these payments. These expenses were recorded as nonoperating expenses. Please refer to Note 9, Commitments and Contingencies, of the financial statements and to the Events That Will Impact Financial Position section of this MD&A for additional information regarding Act 44, Act 89 and the Amended Funding Agreement between the Commission and PennDOT.

Additionally, as a result of the implementation of GASB Statement No. 65, net position as of May 31, 2012 was decreased by \$69.7 million. This decrease was comprised of a \$40.1 million decrease in Net investment in capital assets, a \$3.6 million decrease in Net position, restricted for construction purposes and a \$26.0 million decrease in Net position, unrestricted. See Notes 2 and 15 for further discussion on the implementation of GASB Statement No. 65 and the fiscal year 2013 restatements.

Restricted net position is restricted for construction projects and debt service as defined in Trust Indentures and applicable bond issue official statements.

The Commission's total assets and deferred outflows of resources increased by \$185.8 million in fiscal year 2014. This 2014 increase is mostly related to increases in cash and investments of \$114.3 million, capital assets of \$82.5 million, and the other post-employment benefit (OPEB) asset of \$21.0 million. These increases were partially offset by a decrease in deferred outflows of resources of \$41.6 million. The increase in capital assets is related to capital asset additions of \$420.5 million offset by \$324.0 million of depreciation expense. The increase in the OPEB asset is mostly related to the Commission's \$44.2 million contributions to the Retiree Medical Trust. The decrease in deferred outflows of resources is primarily the result of changes in values of the Commission's hedging derivatives. For additional information, see: Note 4, Cash and Investments; Note 5, Capital Assets, and the Capital Assets and Debt Administration section of this MD&A; Note 11, Postemployment Benefits; and Note 9, Commitments and Contingencies.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Management's Discussion and Analysis (continued)

Financial Analysis (continued)

The Commission's total assets and deferred outflows of resources increased by \$119.9 million in fiscal year 2013. This 2013 increase is mostly related to increases in cash and investments of \$69.1 million, capital assets of \$115.9 million, and the OPEB asset of \$29.3 million. These increases were partially offset by a decrease in deferred outflows of resources of \$93.9 million. The increase in capital assets is related to capital asset additions of \$479.1 million offset by \$311.7 million of depreciation expense. The increase in the OPEB asset is mostly related to the Commission's \$54.8 million contributions to the Retiree Medical Trust. The decrease in deferred outflows of resources is primarily the result of change in values of the Commission's hedging derivatives. For additional information, see: Note 4, Cash and Investments; Note 5, Capital Assets, and the Capital Assets and Debt Administration section of this MD&A; Note 11, Postemployment Benefits; and Note 9, Commitments and Contingencies.

Total liabilities and deferred inflows of resources increased by \$797.9 million in fiscal year 2014 and by \$760.6 million in fiscal year 2013. The increase for both fiscal year 2014 and fiscal year 2013 were mainly related to the issuance of senior debt to finance the costs of various capital expenditures set forth in the Commission's current ten-year plan and the issuance of subordinate debt to finance the costs of making payments to PennDOT in accordance with Act 44, Act 89, and the Amended Funding Agreement. See Note 7, Debt, for additional information regarding the new issuances of debt.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Comparative Condensed Statements of Revenues, Expenses, and Changes in Net Position

	Year ended May 31		
	2014	2013 <i>(Restated)</i> ¹	2012 <i>(Restated)</i> ¹
	<i>(In Thousands)</i>		
Operating:			
Operating revenues	\$ 880,755	\$ 831,636	\$ 803,939
Cost of services	(438,981)	(412,484)	(387,506)
Depreciation	(324,010)	(311,735)	(300,777)
Operating income	117,764	107,417	115,656
Nonoperating revenues (expenses):			
Investment earnings	27,570	30,048	28,052
Other nonoperating revenues	23,161	19,877	21,196
Act 44 payments to PennDOT	(450,000)	(450,000)	(450,000)
Capital assets transferred to PennDOT	(13,531)	-	(22,783)
Interest and bond expense	(427,047)	(394,919)	(437,680)
Nonoperating expenses, net	(839,847)	(794,994)	(861,215)
Loss before capital contributions and special item	(722,083)	(687,577)	(745,559)
Capital contributions	110,036	97,836	102,407
Discontinued project	-	(51,009)	-
Decrease in net position	\$ (612,047)	\$ (640,750)	\$ (643,152)

¹ Certain 2013 and 2012 amounts were restated.

For fiscal years ended May 31, 2014, and 2013, operating and nonoperating revenues totaled \$931.5 million and \$881.6 million, respectively, while operating and nonoperating expenses totaled \$1,653.6 million and \$1,569.1 million, respectively.

Total operating and nonoperating revenues for fiscal year 2014 were \$49.9 million or 5.7% higher than fiscal year 2013. This increase in revenue was mainly related to a \$50.3 million increase in fare revenues resulting from a January 2014 toll increase of 2% for E-ZPass customers and 12% for cash customers, the full year impact of the January 2013 toll increase of 2% for E-ZPass customers and 10% for cash customers and reductions in January 2014 and

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Management's Discussion and Analysis (continued)

Financial Analysis (continued)

January 2013 to the post-paid, commercial-volume-discount program. Total traffic volumes were flat in fiscal year 2014 compared to fiscal year 2013.

Total operating and nonoperating revenues for fiscal year 2013 were \$28.4 million or 3.3% higher than fiscal year 2012. This increase in revenue was mainly related to a \$30.7 million increase in fare revenues resulting from a January 2013 toll increase of 2% for E-ZPass customers and 10% for cash customers, the full year impact of the January 2012 toll increase of 2% for E-ZPass customers and 10% for cash customers and reductions in January 2013 and January 2012 to the post-paid, commercial-volume-discount program. Total traffic volumes were flat in fiscal year 2013 compared to fiscal year 2012.

Total operating and nonoperating expenses for fiscal year 2014 were \$84.4 million higher than fiscal year 2013 primarily due to increases in: cost of services of \$26.5 million mainly related to increases in noncapitalizable contractor charges related to maintenance of the road, an increase in employee benefits of \$7.0 million driven by the contribution to the State Employees' Retirement System, an increase of \$5.9 million for materials and supplies which is primarily a winter materials increase of \$4.7 million; depreciation expense of \$12.3 related to an increase in assets being depreciated (see Note 5, Capital Assets); and interest and bond expenses of \$32.1 million related to the increase in debt (see Note 7, Debt).

Total operating and nonoperating expenses for fiscal year 2013 were \$29.6 million lower than fiscal year 2012 primarily due to a decrease in interest and bond expenses of \$42.8 million related to the implementation of GASB 65 and capital assets transferred to PennDOT in fiscal year 2012 of \$22.8 million compared to none in fiscal year 2013. These decreases were offset with increases in: cost of services of \$25.0 million mainly related to increases in noncapitalizable contractor charges related to maintenance of the road, increase in employee benefits of \$5.9 million driven by the contribution to the State Employees' Retirement System, increase of \$5.1 million for materials and supplies which is primarily a winter materials increase of \$4.9 million; and depreciation expense of \$11.0 related to an increase in assets being depreciated (see Note 5, Capital Assets).

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Management's Discussion and Analysis (continued)

Financial Analysis (continued)

For the fiscal year ended May 31, 2013, the Commission recorded an expense of \$51.0 million for the write-down of assets under construction related to design costs for the west leg of the PA Route 51 to Interstate Route 376 project. Due to the magnitude of the estimated costs of construction, the Commission believes it is unlikely to be economically feasible to complete this leg of the project. This expense was recorded as a special item in the statements of revenues, expenses, and changes in net position.

Capital Assets and Debt Administration

Capital Assets

Capital assets consist of land and intangible assets (right-of-way easements), buildings, improvements, equipment, infrastructure, and assets under construction. Infrastructure assets are typically items that are immovable such as highways, bridges, and tunnels. The Commission's investment in capital assets at May 31, 2014 amounted to \$10.0 billion of gross asset value with accumulated depreciation of \$5.1 billion, leaving a net book value of \$4.9 billion. The net book value of capital assets at May 31, 2013 was \$4.8 billion. Capital assets represented 69.0% and 69.7% of the Commission's total assets and deferred outflows of resources at May 31, 2014 and 2013, respectively.

Assets under construction at the end of fiscal year 2014 were \$790.4 million, which was \$128.8 million more than fiscal year 2013. In fiscal year 2014, \$241.2 million of constructed capital assets were completed which was \$309.7 million less than the \$550.9 million of constructed capital assets completed in fiscal year 2013. In addition to constructed capital assets, the Commission had capital asset additions of approximately \$50.5 million and \$80.1 million in fiscal years 2014 and 2013, respectively.

A top priority of the Commission is to entirely reconstruct the Turnpike roadway, completely removing all original pavement down to the subgrade and replacing it with an entirely new roadway pavement section, including all facets of the highway construction such as median barriers and guide rails, drainage systems and signage, as well as the construction of retaining walls and noise walls where warranted. From about 1998 to date, the Commission has rebuilt approximately 105 miles of roadways and bridges and much of the reconstructed roadway has been widened to accommodate six lanes. An additional 12 miles of roadway reconstruction has

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Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Capital Assets and Debt Administration (continued)

Capital Assets (continued)

been initiated, and another 113 miles of reconstruction is currently in design. Also, the Commission completed 54 miles of roadway resurfacing during fiscal year 2014, helping to maintain a quality-riding surface with a Turnpike System wide median IRI (International Roughness Index) of 75 which is rated as good.

The Commission completely replaced 11 aging original bridges with new bridges, rehabilitated another 32 bridges, completely painted 11 bridges, and constructed three new retaining walls in calendar year 2013. Of the Commission's bridges, 5.4% are rated structurally deficient which is below the national average of 10.5%. Forty-five of the 47 bridges currently rated structurally deficient are either in construction or design for rehabilitation.

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. The Commission completed construction on the Somerset Maintenance Facility in June 2014 and completed construction on the new Everett PA State Police Barracks in February 2014. Construction of the new Somerset PA State Police Barracks is underway which is anticipated to be completed in February 2015. Construction of the new Plymouth Meeting Maintenance Facility is underway which is anticipated to be completed in August 2015. Construction of the new Western Training Facility is underway which is anticipated to be completed in November 2014. New Maintenance Facilities continue to be under design currently with the new District 1 Maintenance Facility to be constructed in the New Stanton area. A public CNG Fueling Station is planned to open in October 2014 at the New Stanton Service Plaza. Currently, there are four service plazas that have electric vehicle (EV) charging systems available to users on the Turnpike System. They are the Oakmont, New Stanton, Bowmansville and King of Prussia service plazas. Over the next two years, the remaining 13 services plazas will have EV charging systems installed.

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Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Capital Assets and Debt Administration (continued)

Capital Assets (continued)

With the completion of Phase 2 for the Uniontown to Brownsville project, the Mon/Fayette Expressway is completed and open to traffic from the Pennsylvania/West Virginia line to PA 51 in Jefferson Hills Borough, a distance of 54 miles. Phase 2 of the Uniontown to Brownsville project, a seven mile section, opened to traffic on July 16, 2012. The preliminary design for the remainder of the Mon/Fayette Expressway project, extending from PA Route 51 to Interstate Route 376 in Pittsburgh, has been completed. Additional funding is required to construct this section. Due to the magnitude of the estimated costs of construction, the Commission believes it is unlikely to be economically feasible to complete the west leg of this project.

The Southern Beltway is a series of three independent projects that extend from the Mon/Fayette Expressway near Finleyville to Pennsylvania Route 60 (PA 60) at the Pittsburgh International Airport. One project constructed as part of the Southern Beltway, a six-mile section of toll road in Allegheny County that connects PA 60 to U.S. Route 22 (U.S. 22), is in operation. The project from U.S. 22 to I-79 is in final design and some construction has already started. The additional funding under Act 89 will enable the Commission to continue to construct this section. The entire 13 miles of this section are anticipated to be open to traffic by 2020. The project from Interstate 79 (I-79) to Mon/Fayette Expressway has completed the environmental phase and is inactive until additional funding is identified. The fourth and final section of the Mon/Fayette Expressway, the SR51 to Pittsburgh project, is completed in Preliminary Design and is also now inactive until additional funding is identified.

The Commission has no legal obligation to complete the unfinished portions of the Mon/Fayette Expressway and Southern beltway projects at this time.

The I-276/I-95 Interchange Project involves the construction of a direct interchange connecting the PA Turnpike to I-95. The project also includes tolling modifications and reconstruction and widening of the interstates.

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Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Capital Assets and Debt Administration (continued)

Capital Assets (continued)

The first phase of the Interchange Project includes 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 southbound I-95 to the westbound Turnpike Mainline. This phase includes construction of a new mainline toll plaza and an All-Electronic Tolling (AET) plaza westbound. Construction has commenced and is expected to continue through 2018. The second phase will include the completion of the reconstruction and widening of the remaining interchange connectors. The third phase will be the construction of an additional bridge over the Delaware River.

The above paragraphs describe the changes in capital assets occurring during the fiscal years ended May 31, 2014 and 2013. Please refer to the capital assets section in the notes to the financial statements (Note 5) for more detailed capital asset schedules.

Debt Administration – Mainline

In July 2012, the Commission issued \$200,215,000 2012 Series A Turnpike Revenue Bonds at a fixed rate with a maturity date of December 1, 2042. The 2012 A Bonds were issued for the purpose of financing the costs of various capital expenditures set forth in the Commission's ten-year 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 and for issuing the 2012 A Bonds.

In October 2012, the Commission issued \$121,065,000 2012 Series B Subordinate Bonds at a fixed rate with a maturity date of December 1, 2042. The 2012 B Subordinate Bonds were issued primarily to provide funds to finance the costs of making payments to PennDOT in accordance with Act 44 and for issuing the 2012 B Subordinate Bonds.

In October 2012, the Commission issued \$92,780,000 2012 Series B Motor License Fund-Enhanced Subordinate Special Revenue Bonds at a fixed rate with a maturity date of December 1, 2042. The 2012 B Subordinate Bonds were issued primarily to provide funds to finance the costs of making payments to PennDOT in accordance with Act 44 and for issuing the 2012 B Motor License Fund Enhanced Subordinate Special Revenue Bonds.

Pennsylvania Turnpike Commission
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Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Capital Assets and Debt Administration (continued)

Debt Administration – Mainline (continued)

In November 2012, the Commission issued \$70,060,000 2012 Series B Senior Bonds at a variable rate with a maturity date of December 1, 2016. The 2012 B Senior Bonds were issued primarily for the current refunding of the \$52,070,000 December 1, 2012 maturity of the Commission's Variable Rate Turnpike Revenue Bonds, Series C of 2009 and the \$17,455,000 December 1, 2012 maturity of the Commission's Variable Rate Turnpike Revenue Bonds, Series D of 2011 and for payment of the costs of issuance of the 2012 B Senior Bonds.

In January 2013, the Commission issued \$176,075,000 2013 Series A Senior Bonds at a variable rate with a maturity date of December 1, 2018. The 2013 A Senior Bonds were issued primarily to finance the cost of various capital expenditures set forth in the Commission's current 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 the rehabilitation of certain interchanges and for issuing the 2013 A Bonds.

In April 2013, the Commission issued \$71,702,000 2013 Series A Subordinate Bonds at a fixed rate with a maturity date of December 1, 2043. The 2013 A Subordinate Bonds were issued primarily to provide funds to finance the costs of making payments to PennDOT in accordance with Act 44 and for issuing the 2013 A Subordinate Bonds.

In April 2013, the Commission issued \$92,465,000 2013 Series A Motor License Fund-Enhanced Subordinate Special Revenue Bonds at a fixed rate with a maturity date of December 1, 2043. The 2013 A Subordinate Bonds were issued primarily to provide funds to finance the costs of making payments to PennDOT in accordance with Act 44 and for issuing the 2013 A Motor License Fund Enhanced Subordinate Special Revenue Bonds.

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Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Capital Assets and Debt Administration (continued)

Debt Administration – Mainline (continued)

In July 2013, the Commission issued \$265,155,000 2013 Series B Senior Revenue Bonds at a variable rate with a maturity date of December 1, 2020. The 2013 B Senior Bonds were issued primarily for the current refunding of the Commission's 2009 Series C Variable Rate Turnpike Revenue Bonds (\$52,070,000) and the Commission's 2011 Series D Variable Rate Turnpike Revenue Bonds (\$17,455,000), both with maturity dates of December 1, 2013; the Commission's 2010 Series A-1 Multi-Modal Revenue Refunding Bonds (\$97,230,000) and the Commission's 2010 Series A-2 Multi-Modal Revenue Refunding Bonds (\$97,140,000), both with a mandatory redemption date of July 2013; and for the payment of the costs of issuance of the 2013 B Senior Bonds.

In August 2013, the Commission issued \$222,935,000 2013 Series C Senior Bonds at a fixed rate with a maturity date of December 1, 2043. The 2013 C Senior Bonds were issued primarily 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 the rehabilitation of certain interchanges and for issuing the 2013 C Bonds.

In October 2013, the Commission issued \$108,708,000 2013 Series B Subordinate Bonds at a fixed rate with a maturity date of December 1, 2043. The 2013 B Subordinate Bonds were issued primarily to provide funds to finance the costs of making payments to PennDOT in accordance with Act 44 and for issuing the 2013 B Subordinate Bonds.

In October 2013, the Commission issued \$101,731,000 2013 Series B Motor License Fund-Enhanced Subordinate Special Revenue Bonds at a fixed rate with a maturity date of December 1, 2043. The 2013 B Subordinate Bonds were issued primarily to provide funds to finance the costs of making payments to PennDOT in accordance with Act 44 and for issuing the 2013 B Motor License Fund-Enhanced Subordinate Special Revenue Bonds.

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Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Capital Assets and Debt Administration (continued)

Debt Administration – Mainline (continued)

In April 2014, the Commission issued \$236,115,000 2014 Series A Senior Bonds at a fixed rate with a maturity date of December 1, 2044. The 2014 A Senior Bonds were issued primarily 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 the rehabilitation of certain interchanges and for issuing the 2014 A Bonds.

In April 2014, the Commission issued \$148,300,000 2014 Series A Subordinate Bonds at a fixed rate with a maturity December 1, 2043. The 2014 A Subordinate Bonds were issued primarily to provide funds to finance the costs of making payments to PennDOT in accordance with Act 44 and Act 89 as well as for issuing the 2014 A Subordinate Bonds.

In April 2014, the Commission issued \$59,740,000 2014 Series A Motor License Fund-Enhanced Subordinate Special Revenue Bonds as a capital appreciation bond with a maturity date of December 1, 2044. The 2014 A Subordinate Bonds were issued primarily to provide funds to finance the costs of making payments to PennDOT in accordance with Act 44 and Act 89 as well as for issuing the 2014 A Motor License Fund Enhanced Subordinate Special Revenue Bonds.

In May 2014, the Commission issued \$444,280,000 2014 Series B-1 Senior Bonds at a variable rate with a maturity date of December 1, 2021. The 2014 B-1 Senior Bonds were issued primarily for the current refunding of the Commission's 2008 Series B-1 Multi-Modal Revenue Bonds (\$100,000,000), the Commission's 2008 Series C Multi-Modal Revenue Bonds (\$50,000,000), the Commission's 2011 Series C-1 Multi-Modal Revenue Bonds (\$230,745,000), and the Commission's 2011 Series C-2 Multi-Modal Revenue Bonds (\$61,500,000), all with a mandatory redemption date of May 2014. The bonds were also issued for payment of the costs of issuance for the 2014 Series B-1 Senior Bonds.

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Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Capital Assets and Debt Administration (continued)

Debt Administration – Oil Company Franchise Tax

In October 2013, the Commission issued \$27,785,000 2013 Series A Senior Oil Franchise Tax Revenue Refunding Bonds at a fixed rate with a maturity date of December 1, 2024. The 2013 A Senior Oil Franchise Tax Revenue Refunding Bonds were issued primarily for the current refunding of the \$30,775,000 December 1, 2024 maturity of the Commission's Oil Franchise Tax Senior Revenue Bonds, Series A of 2003 and for the payment of the costs of issuance of the 2013 A Senior Oil Franchise Tax Revenue Refunding Bonds.

In October 2013, the Commission issued \$32,035,000 2013 Series B Subordinate Oil Franchise Tax Revenue Refunding Bonds at a fixed rate with a maturity date of December 1, 2025. The 2013 B Subordinate Oil Franchise Tax Revenue Refunding Bonds were issued primarily to partially refund the \$34,695,000 December 1, 2025 maturity of the Commission's 2003 B Oil Franchise Tax Subordinate Revenue Bonds and for the payment of the costs of issuance of the 2013 B Subordinate Oil Franchise Tax Revenue Refunding Bonds.

Debt Administration – Motor License Registration Fee

No Motor License Registration Fee debt has been issued during the fiscal years presented in these statements.

The preceding paragraphs describe debt activity occurring during the fiscal years ended May 31, 2014 and 2013. Please refer to the debt and commitments and contingencies sections in the notes to the financial statements (Notes 7 and 9) for more detailed schedules and descriptions of long-term debt and swap activity.

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Management's Discussion and Analysis (continued)

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 effectuate the provisions of Act 44 requiring the Commission to make substantial annual payments to PennDOT, the Commission and PennDOT entered into a Lease and Funding Agreement (the Funding Agreement), incorporating many of the terms of Act 44. The term of the Funding Agreement is fifty (50) years from October 14, 2007, its effective date.

The Funding Agreement requires the Commission to make scheduled annual payments to PennDOT, payable in equal quarterly installments, to be used to provide funding for roads, bridges and transit in the Commonwealth. The Commission's obligation to pay the annual debt service on any Special Revenue Bonds on a timely basis is part of its payment obligation under the Funding Agreement. The Funding Agreement also granted the Commission the option to lease the portion of Interstate 80 (I-80) located in the Commonwealth from PennDOT upon the approval of the Federal Highway Administration (FHWA) of the conversion of such portion into a toll road (the Conversion). The Funding Agreement granted the unilateral option to the Commission to effectuate the Conversion at any time before the third anniversary of the Funding Agreement (the Conversion Period), with the option to extend the Conversion Period for up to three one-year periods.

On October 13, 2007, the Commission and PennDOT submitted a joint application to the FHWA for approval of the Conversion. The FHWA ultimately denied the application on April 6, 2010. Neither the Commission nor PennDOT appealed the FHWA's decision, nor did the Commission extend the Conversion Period during the notice period under the Funding Agreement or give notice of Conversion. Therefore, the Conversion Period lapsed on October 14, 2010 without the Commission effectuating Conversion or having the ability to do so in the future. The Funding Agreement provides that the Commission's aggregate annual payments to PennDOT are limited to \$450 million annually upon lapse of the Conversion option and such payment amount commenced with fiscal year 2011. Under existing law, all legal, financial and operational responsibility for I-80 remains with PennDOT.

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Management's Discussion and Analysis (continued)

Events That Will Impact Financial Position (continued)

On November 25, 2013, Act 89 was enacted providing substantial revisions to the Commission's transportation funding obligations under Act 44 and authorized the Commission and PennDOT to immediately amend the Funding Agreement to reflect the statutory provisions of Act 89. On April 4, 2014, the Commission and PennDOT executed Amendment Number One to the Lease and Funding Agreement (the *Act 89 Amendment* and together with the Act 44 Funding Agreement, the *Amended Funding Agreement*). In accordance with Act 89 and the Amended Funding Agreement, the Commission's aggregate annual payment to PennDOT for fiscal year 2014 through fiscal year 2022 remains at \$450 million and at least \$30 million of the payment must be made from current revenues. Commencing in fiscal year 2023 through the term of the Amended Funding Agreement, the Commission's aggregate annual payment to PennDOT is \$50 million, which must be paid from current revenues.

In accordance with Act 44, the Commission is required to provide a financial plan to the Secretary of the Budget of the Commonwealth no later than June 1 of each year. The financial plan must describe the Commission's proposed operating and capital expenditures, borrowings, liquidity and other financial management covenants and policies, estimated toll rates and all other revenue and expenditures for the ensuing fiscal year. The financial plan must also show that the operation of the Turnpike System can reasonably be anticipated to result in the Commission's ability to meet its payment obligations to PennDOT pursuant to Act 44, Act 89 and the Amended Funding Agreement. It does not, however, address the funding needs for the Mon/Fayette or Southern Beltway projects.

On May 30, 2014, the Commission submitted its financial plan for fiscal year 2015 (the Financial Plan). The Financial Plan incorporates the Commission's Capital Plan for fiscal year 2015 (the Proposed Capital Plan), which provides for \$6.7 billion in capital spending over the period from fiscal year 2015 through the fiscal year 2024. The Proposed Capital Plan allows the Commission to accelerate a number of capital improvements and to pursue new initiatives to maintain and improve the Turnpike System. The Financial Plan indicates that in fiscal year 2014 it was able to meet all of its financial covenants and Act 44 and Act 89 obligations and was able to progress with its Capital Plan. Given the slow recovery of the economy, the Commission plans to continue the cost containment and efficiency measures it implemented within the past few years. These measures, together with future toll increases, are expected to allow the Commission to meet its financial covenants, Act 44 and Act 89 obligations, and capital needs during fiscal year 2015.

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Management's Discussion and Analysis (continued)

Events That Will Impact Financial Position (continued)

The Financial Plan concludes that the Commission will continue to meet all of its indenture covenants and all of its other obligations through fiscal year 2057. However, as a forward-looking report, the Financial Plan makes certain assumptions, including future toll increases, to reach its conclusion that the financial covenants, Act 44 and Act 89 obligations and capital needs will be met beyond fiscal year 2015. Key among these assumptions is the Commission's ability to raise all tolls throughout the Turnpike System. The Financial Plan reflects the expected full year effects of the January 2014 toll increase and the expected partial year impacts of the approved January 2015 toll increase. The Financial Plan does not assume any tolling of I-80 and assumes the \$450 million reduced level of funding obligations required by Act 44 and Act 89 through fiscal year 2022 and the \$50 million funding level from fiscal year 2023 through fiscal year 2057. No assurances can be made by the Commission with respect to the assumptions made or conclusions reached in the Financial Plan. A complete copy of the Financial Plan is available on the Commission's website.

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 9) 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. However, the Commission cannot predict what other legislation may be considered by the General Assembly during the 2014-2015 or future legislative sessions or if any other proposals or initiatives may lead to the adoption of legislation that may affect the Commission.

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Statements of Net Position

	May 31	
	2014	2013
Assets and deferred outflows of resources	<i>(Restated)¹</i>	
Current assets:	<i>(In Thousands)</i>	
Cash and cash equivalents	\$ 135,452	\$ 130,010
Short-term investments	43,936	47,952
Accounts receivable	43,218	39,149
Accrued interest receivable	1,273	1,663
Inventories	20,158	16,871
Restricted current assets:		
Cash and cash equivalents	712,737	528,427
Short-term investments	155,194	241,914
Accounts receivable	8,314	5,400
Accrued interest receivable	2,997	3,555
Total current assets	1,123,279	1,014,941
Noncurrent assets:		
Long-term investments:		
Long-term investments unrestricted	158,224	197,127
Long-term investments restricted	585,183	530,976
Total long-term investments	743,407	728,103
Capital assets not being depreciated:		
Land and intangibles	289,900	271,310
Assets under construction	790,396	661,613
Capital assets being depreciated:		
Buildings	905,235	893,705
Improvements other than buildings	114,009	112,632
Equipment	570,115	549,578
Infrastructure	7,345,336	7,172,878
Total capital assets before accumulated depreciation	10,014,991	9,661,716
Less accumulated depreciation	5,100,630	4,829,814
Total capital assets after accumulated depreciation	4,914,361	4,831,902
Other assets:		
Prepaid bond insurance costs	15,761	16,853
OPEB asset	79,149	58,127
Other assets	28,145	26,728
Total other assets	123,055	101,708
Total noncurrent assets	5,780,823	5,661,713
Total assets	6,904,102	6,676,654
Deferred outflows of resources from hedging derivatives	49,684	117,369
Deferred outflows of resources from refunding bonds	164,194	138,152
Total deferred outflows of resources	213,878	255,521
Total assets and deferred outflows of resources	\$ 7,117,980	\$ 6,932,175

¹ Certain 2013 amounts were restated as discussed in Notes 2 and 15.

The notes to the financial statements are an integral part of this statement.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Statements of Net Position (continued)

	May 31	
	2014	2013
	<i>(Restated)¹</i>	
	<i>(In Thousands)</i>	
Liabilities and deferred inflows of resources		
Current liabilities:		
Accounts payable and accrued liabilities	\$ 330,027	\$ 350,017
Current portion of debt	184,675	198,800
Unearned income	55,217	48,190
Total current liabilities	569,919	597,007
Noncurrent liabilities:		
Debt, less current portion, net of unamortized premium of \$203,526 and \$178,860 in 2014 and 2013, respectively	9,523,230	8,678,370
Other noncurrent liabilities	200,726	203,766
Total noncurrent liabilities	9,723,956	8,882,136
Total liabilities	10,293,875	9,479,143
Deferred inflows of resources from hedging derivatives	-	26,317
Deferred inflows of resources from service concession arrangements	122,994	115,123
Deferred inflows of resources from refunding bonds	1,566	-
Total deferred inflows of resources	124,560	141,440
Total liabilities and deferred inflows of resources	10,418,435	9,620,583
Net position		
Net investment in capital assets	372,750	613,422
Restricted for construction purposes	237,042	225,358
Restricted for debt service	36,801	49,655
Unrestricted	(3,947,048)	(3,576,843)
Total net position	\$ (3,300,455)	\$ (2,688,408)

¹ Certain 2013 amounts were restated as discussed in Notes 2 and 15.

The notes to the financial statements are an integral part of this statement.

Pennsylvania Turnpike Commission
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Statements of Revenues, Expenses, and Changes in Net Position

	Year Ended May 31	
	2014	2013
	<i>(Restated)¹</i>	
	<i>(In Thousands)</i>	
Operating revenues:		
Fares – net of discounts of \$4,220 and \$10,198 for the years ended May 31, 2014 and 2013, respectively	\$ 861,846	\$ 811,542
Other	18,909	20,094
Total operating revenues	880,755	831,636
Operating expenses:		
Cost of services	438,981	412,484
Depreciation	324,010	311,735
Total operating expenses	762,991	724,219
Operating income	117,764	107,417
Nonoperating revenues (expenses):		
Investment earnings	27,570	30,048
Other nonoperating revenues	23,161	19,877
Act 44 and Act 89 payments to PennDOT	(450,000)	(450,000)
Capital assets transferred to PennDOT	(13,531)	-
Interest and bond expense	(427,047)	(394,919)
Nonoperating expenses, net	(839,847)	(794,994)
Loss before capital contributions and special item	(722,083)	(687,577)
Capital contributions	110,036	97,836
Discontinued project	-	(51,009)
Decrease in net position	(612,047)	(640,750)
Net position at beginning of year	(2,688,408)	(2,047,658)
Net position at end of year	\$ (3,300,455)	\$ (2,688,408)

¹ Certain 2013 amounts were restated as discussed in Notes 2 and 15.

The notes to the financial statements are an integral part of this statement.

Pennsylvania Turnpike Commission
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Statements of Cash Flows

	Year Ended May 31	
	2014	2013
<i>(In Thousands)</i>		
Operating activities		
Cash received from customer tolls and deposits	\$ 876,945	\$ 829,291
Cash payments for goods and services	(297,504)	(253,179)
Cash payments to employees	(153,681)	(144,292)
Cash received from other operating activities	8,741	7,706
Net cash provided by operating activities	434,501	439,526
Investing activities		
Proceeds from sales and maturities of investments	1,874,941	1,631,813
Interest received on investments	20,177	25,232
Purchases of investments	(1,819,119)	(1,466,354)
Net cash provided by investing activities	75,999	190,691
Capital and related financing activities		
Capital grants received	9,128	7,240
Cash proceeds from motor license grant	28,000	28,000
Cash proceeds from oil company franchise tax	65,089	60,285
Construction and acquisition of capital assets	(403,813)	(507,650)
Proceeds from sale of capital assets	620	1,765
Payments for bond and swap expenses	(7,335)	(1,540)
Payments for debt refundings	(771,610)	(69,525)
Payments for debt maturities	(75,205)	(41,890)
Interest paid on debt	(191,970)	(182,611)
Interest subsidy from Build America Bonds	23,008	19,181
Proceeds from debt issuances	1,252,354	473,667
Net cash used for capital and related financing activities	(71,734)	(213,078)
Noncapital financing activities		
Cash payments to PennDOT	(450,000)	(450,000)
Payments for bond and swap expenses	(2,946)	(1,032)
Payments for debt maturities	(49,495)	(15,860)
Interest paid on debt	(176,612)	(160,512)
Proceeds from debt issuances	430,039	416,314
Net cash used for noncapital financing activities	(249,014)	(211,090)
Increase in cash and cash equivalents	189,752	206,049
Cash and cash equivalents at beginning of year	658,437	452,388
Cash and cash equivalents at end of year	\$ 848,189	\$ 658,437

The notes to the financial statements are an integral part of this statement.

Pennsylvania Turnpike Commission
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Statements of Cash Flows (continued)

	Year Ended May 31	
	2014	2013
	<i>(In Thousands)</i>	
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	\$ 117,764	\$ 107,417
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation	324,010	311,735
Change in operating assets and liabilities:		
Accounts receivable	(3,593)	(2,370)
Inventories	(3,287)	2,705
Other assets	(19,587)	(28,061)
Accounts payable and accrued liabilities	19,157	41,810
Other noncurrent liabilities	37	6,290
Net cash provided by operating activities	\$ 434,501	\$ 439,526
Reconciliation of cash and cash equivalents to the statements of net position:		
Cash and cash equivalents	\$ 135,452	\$ 130,010
Restricted cash and cash equivalents	712,737	528,427
Total cash and cash equivalents	\$ 848,189	\$ 658,437

The notes to the financial statements are an integral part of this statement.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Statements of Cash Flows (continued)

Noncash Activities

The Commission recorded a net increase of \$8.5 million and \$5.5 million in the fair value of its investments for the years ended May 31, 2014 and 2013, respectively.

The Commission recorded \$9.4 million and \$8.2 million for the amortization of bond premiums for the years ended May 31, 2014 and 2013, respectively.

The Commission recorded \$23.7 million and \$21.2 million (as restated) in expenses for amortization of deferred losses on refundings and amortization of prepaid bond insurance costs for the years ended May 31, 2014 and 2013, respectively.

The Commission recorded an interest expense reduction of \$15.7 million and \$11.7 million for the years ended May 31, 2014 and 2013, respectively, related to GASB 53 entries.

The Commission recognized revenues of \$4.4 million and \$3.4 million for the fiscal years ended May 31, 2014 and 2013, respectively, for noncash capital contributions. These noncash capital contributions are the result of agreements with a food and a fuel provider to totally reconstruct the service plazas. The service plaza operators provide the capital for the reconstruction in exchange for lower rental rates. See Note 2 for further discussion on capital contributions and Note 6 for further discussion on the service plazas.

The Commission and PennDOT entered into an agreement regarding ownership of overhead bridges that carry state roads. Per the agreement, once the Commission replaces these overhead bridges, and after final inspections and supplemental agreements are signed by both parties, ownership and maintenance responsibilities of the bridges are transferred from the Commission to PennDOT. The Commission transferred assets with a net book value of \$13.5 million to PennDOT during the fiscal year ended May 31, 2014. The Commission did not transfer any assets to PennDOT during the fiscal year ended May 31, 2013.

The notes to the financial statements are an integral part of this statement.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to the Financial Statements

May 31, 2014

1. Financial Reporting Entity

Generally accepted accounting principles 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 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 component unit of the Commonwealth of Pennsylvania (the Commonwealth).

Based on the application of the criteria set forth by the Governmental Accounting Standards Board (GASB), the Commission has determined that it has no component units based on its review of GASB Statements No. 14, No. 39 and No. 61.

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 a majority of the Senate.

2. Summary of Significant Accounting Policies

The financial statements of the Pennsylvania Turnpike Commission have been prepared in conformity with accounting principles generally accepted in the United States of America (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 basic financial statements are presented on the accrual basis of accounting.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to the Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

Reclassifications

Certain amounts presented in the prior period have been reclassified to conform to the current period financial statements presentation.

Cash Equivalents

For purposes of the statements of cash flows, 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 with the exception of certain nonparticipating contracts such as repurchase agreements and other agreements structured as repurchase agreements that are reported at cost, which does not materially differ from fair value. Fair values are based on quoted market prices.

Capital Assets

Capital assets consist of land and intangible assets (right-of-way easements), buildings, improvements, equipment, infrastructure, and assets under construction. Infrastructure assets are typically items that are immovable such as highways, bridges, and tunnels. Capital assets are stated at cost. Donated capital assets are valued at their estimated fair value on the date received. Interest is capitalized based on average construction costs and the average bond interest rate, less interest earned on invested construction funds. Acquisitions of capital assets valued at \$15,000 or greater are capitalized. Depreciation is computed using the straight-line method over the estimated useful lives of the assets. Intangible assets have an indefinite life and, thus, are not depreciated. The following lives are used:

Buildings	10 – 45 years
Improvements other than buildings	15 – 20 years
Equipment	3 – 40 years
Infrastructure	10 – 50 years

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to the Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

Inventories

Inventories are valued at the lower of average cost (determined on a first-in, first-out method) or market.

Debt Premium/Discount and Prepaid Insurance Costs

Debt premium/discount and prepaid bond insurance costs (incurred through bond issuances) are being amortized using the effective interest rate method over the varying terms of the bonds issued.

Unearned Income

Unearned income is primarily related to E-ZPass customer deposits and microwave tower leases. 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 unearned income of \$55.2 million and \$48.2 million at May 31, 2014 and 2013, respectively.

Deferred Outflows/Inflows of Resources

The Statement of Net Position reports separate sections for deferred outflows and deferred inflows of resources. These separate financial statement elements represent a consumption or acquisition of net position that applies to a future period(s) and so will not be recognized as an outflow or inflow of resources (expense/revenue) until then. The Commission has three items that qualify for reporting in these categories (deferred charges and gains on refundings, deferred outflows and inflows from its hedging derivative instruments, and deferred inflows from its service concession arrangements).

Deferred inflows from its service concession arrangements are amortized over the life of the lease agreements with its service plaza operators. The deferred outflows and inflows of resources related to hedging derivative instruments represents the cumulative change in their fair values. Deferred charges on refunding results from the difference in the carrying value of the refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to the Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

Net Position

GASB Statement No. 63 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, 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.

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 including creditors, grantors, contributors or laws or regulations of other governments and 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. Other operating revenues include: service station, restaurant, property and other rental income as well as electronic toll collection and violation enforcement fees related to the E-ZPass program. Also included is revenue from various sponsorship agreements.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

Operating Revenues (continued)

Fare Revenues

Fare revenues are recognized when vehicles exit the Turnpike System. As of May 31, 2014 and 2013, approximately 70.0% and 68.3%, respectively, of the fare revenues were realized through electronic toll collection; the remainder was realized through cash collection or a credit card program for military and Class 9 vehicles.

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. 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.

Utilization of Resources

When both restricted and unrestricted resources are available for use, it is the Commission's policy to use restricted resources first and then unrestricted resources as needed.

Nonoperating Revenues (Expenses)

Nonoperating revenues include: 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 PennDOT, interest and bond expenses, and other miscellaneous expenses not associated with the operations of the Turnpike System.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to the Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

Nonoperating Revenues (Expenses) (continued)

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 9 for more information regarding Act 44 and Act 89.

Capital Assets Transferred to PennDOT

The Commission and PennDOT entered into an agreement regarding ownership of overhead bridges that carry state roads. Per the agreement, once the Commission replaces these overhead bridges, and after final inspections and supplemental agreements are signed by both parties, ownership and maintenance responsibilities of the bridges are transferred from the Commission to PennDOT. The Commission transferred assets with a net book value of \$13.5 million to PennDOT during the fiscal year ended May 31, 2014. The Commission did not transfer any of these assets to PennDOT during the fiscal year ended May 31, 2013.

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.

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 \$68.3 million and \$59.6 million for the fiscal years ended May 31, 2014 and 2013, 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 grants during each of the fiscal years ended May 31, 2014 and 2013 from the Commonwealth's Motor License Fund. The Commission has elected to account for this grant in a separate fund.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

Capital Contributions (continued)

Reimbursements from Other Governments

The Commission receives grants from other governments for reimbursement of costs for various highway construction projects. During the fiscal years ended May 31, 2014 and 2013, the Commission recognized \$9.3 million and \$6.8 million, respectively, as capital contributions from the Federal government.

Other Capital Contributions

The Commission entered into contracts with a food and a fuel provider to totally reconstruct the service plazas. The service plaza operators provide the capital for the reconstruction in exchange for lower rental rates. The Commission implemented GASB Statement No. 60, *Accounting and Financial Reporting for Service Concession Arrangements* in fiscal year 2013. The Commission recognized capital contribution revenues of \$4.4 million and \$3.4 million, related to these agreements for the years ended May 31, 2014 and 2013, respectively. See Note 6 for further discussion on the service plazas.

Adoption of Accounting Pronouncements

In November 2010, the GASB issued Statement No. 61, *The Financial Reporting Entity: Omnibus—an amendment of GASB Statements No. 14 and No. 34*. The Commission adopted this statement for its fiscal year ended May 31, 2014 financial statements. The adoption of this statement had no impact on the Commission's financial statements for fiscal years ending May 31, 2014 and 2013.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

Adoption of Accounting Pronouncements (continued)

In March 2012, the GASB issued Statement No. 65, *Items Previously Reported as Assets and Liabilities*. This Statement establishes accounting and financial reporting standards that reclassify, as deferred outflows of resources or deferred inflows of resources, certain items that were previously reported as assets and liabilities and recognizes, as outflows of resources or inflows of resources, certain items that were previously reported as assets and liabilities. The Commission adopted this statement for its fiscal year ended May 31, 2014 financial statements. The accompanying fiscal year 2013 financial statements have been restated to reflect the adoption of Statement No. 65. Net position as of June 1, 2012 (the beginning of the earliest financial statement period presented) was decreased by \$69.7 million. Net position as of May 31, 2013 was decreased by \$70.8 million, this decrease was comprised of a \$39.7 million decrease in Net investment in capital assets, a \$3.4 million decrease in Net position, restricted for construction purposes and a \$27.7 million decrease in Unrestricted net position. See Note 15 for additional restated balances.

In March 2012, the GASB issued Statement No. 66, *Technical Corrections – 2012 – an amendment of GASB Statements No. 10 and No. 62*. The Commission adopted this statement for its fiscal year ended May 31, 2014 financial statements. The adoption of this statement had no significant impact on the Commission's financial statements for fiscal years ending May 31, 2014 and 2013.

In April 2013, the GASB issued Statement No. 70, *Accounting and Financial Reporting for Nonexchange Financial Guarantees*. The Commission adopted this statement for its fiscal year ended May 31, 2014 financial statements. The adoption of this statement had no significant impact on the Commission's financial statements for fiscal years ending May 31, 2014 and 2013. See Note 7 for additional disclosures required by this statement.

Pending Changes in Accounting Principles

In June 2012, the GASB issued Statement No. 67, *Financial Reporting for Pension Plans – an amendment of GASB Statement No. 25*. The Commission is required to adopt Statement No. 67 for its fiscal year ended May 31, 2015.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

Pending Changes in Accounting Principles (continued)

In June 2012, the GASB issued Statement No. 68, *Accounting and Financial Reporting for Pensions – an amendment of GASB Statement No. 27*. The Commission is required to adopt Statement No. 68 for its fiscal year ended May 31, 2016. The Commission is anticipating early adopting this statement during fiscal year 2015.

In January 2013, the GASB issued Statement No. 69, *Government Combinations and Disposals of Government Operations*. The Commission is required to adopt Statement No. 69 for its fiscal year ended May 31, 2015.

In November 2013, the GASB issued Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date – an Amendment of GASB Statement No. 68*. The Commission is required to adopt Statement No. 71 for its fiscal year ended May 31, 2016. The Commission is anticipating early adopting this statement during fiscal year 2015.

The Commission has not yet completed the various analyses required to estimate the financial statement impact of these new pronouncements.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

3. Indenture Requirements and Restrictions

The Commission's debt has been issued under the provisions of four 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 the Trustee, U.S. Bank Corp., successor to First Union National Bank;
- An Oil Franchise Tax Trust Indenture dated August 1, 1998, as supplemented, between the Commission and the Trustee, Bank of New York Mellon Trust Company, N.A., successor to National City Bank of Pennsylvania;
- A Registration Fee Revenue Trust Indenture dated August 1, 2005 between the Commission and the Trustee, Bank of New York Mellon Trust Company, N.A., successor to Wachovia Bank, N.A.; and
- A Subordinate Trust Indenture dated April 1, 2008, as supplemented, between the Commission and the Trustee, Wells Fargo Bank, N.A., successor to Commerce Bank, N.A.

Accordingly, certain activities of the Commission are restricted by these Indentures.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

4. Cash and Investments

Following is a summary of cash and cash equivalents and investments by type:

Cash and Cash Equivalent and Investment Types	May 31	
	2014	2013
	<i>(In Thousands)</i>	
Corporate obligations	\$ 320,486	\$ 306,667
Municipal bonds	280,105	373,181
Government agency securities	188,657	183,474
U.S. Treasuries	87,580	105,795
GNMA mortgages	8,057	12,327
Total investment securities	884,885	981,444
Investment derivatives	57,652	36,525
Cash and cash equivalents	848,189	658,437
Total cash and cash equivalents and investments	\$ 1,790,726	\$ 1,676,406

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.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

4. Cash and Investments (continued)

Cash and Cash Equivalents (continued)

The following summary presents the Commission's Cash and Cash Equivalents.

	Bank Balance	Book Balance
	<i>(In Thousands)</i>	
May 31, 2014		
Demand Deposits	\$ 13,183	\$ 18,013
Money Market Funds	665,678	665,678
Cash Equivalents	164,498	164,498
Total Cash and Cash Equivalents	\$ 843,359	\$ 848,189
May 31, 2013		
Demand Deposits	\$ 10,623	\$ 11,937
Money Market Funds	646,500	646,500
Total Cash and Cash Equivalents	\$ 657,123	\$ 658,437

Cash Equivalents and Investment Securities

The Indentures (as listed in Note 3) permit investments in obligations of, or 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 long-term debt obligations of any state or political subdivision but only to the extent that the applicable rating agency has assigned a rating to such obligations, which at the time of purchase is not lower than the highest underlying rating assigned to any series of Commission bonds then outstanding; 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.

Debt insurers have placed additional restrictions on construction funds. For these funds, corporate bonds, auction rate certificates, asset-backed securities, and medium term notes are not allowed.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

4. Cash and Investments (continued)

Cash Equivalents and Investment Securities (continued)

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 \$50,000,000;
- 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 long-term indebtedness rated “AA” or better by Moody’s and S&P;
- 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 and issued by government-sponsored enterprises which include Federal Home Loan Bank, Federal Farm Credit Bank, Federal Home Loan Mortgage Corporation; and Federal National Mortgage Association;
- 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 with securities rated in the “Aa/AA” category;
- Commercial paper rated not less than “A-1/P-1/F-1”, corporate bonds rated “Aa3/AA-” or better, and asset-backed securities rated “AAA”;
- 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 of federal agencies or senior debt obligations described above; and
- Share or Certificates in any short-term investment fund investing not less than 90% of its assets in obligations of U.S. treasury bills, notes, bonds, strips or time deposits.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

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 with flexibility to restructure and rebalance portfolio holdings to manage risk and benefit from market opportunities.

The investment policy imposes the following additional limitations:

- 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 are limited to 30% of the portfolio.
- Combined exposure to commercial paper, corporate bonds, and asset-backed securities, in aggregate, 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 limits investments to those issues expected to mature within five years, taking into consideration call, prepayment, or other features that may impact maturity. At May 31, 2014, the Commission held three securities totaling \$21.6 million. Each of these securities had a maturity greater than five years. All of these securities were purchased prior to the Commission's adoption of an Investment Policy.

The Commission's exposure to credit risk for investment securities as of May 31, 2014 is as follows:

Investment Type	Quality Rating					Total
	AAA	AA	A	A-1	Below A	
<i>(In Thousands)</i>						
Corporate obligations	\$ 56,537	\$ 215,038	\$ 6,028	\$ 42,099	\$ 784	\$ 320,486
Municipal bonds	72,195	155,397	30,004	22,509	-	280,105
Government agency securities	188,657	-	-	-	-	188,657
	<u>\$ 317,389</u>	<u>\$ 370,435</u>	<u>\$ 36,032</u>	<u>\$ 64,608</u>	<u>\$ 784</u>	<u>\$ 789,248</u>

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

4. Cash and Investments (continued)

Concentration of Credit Risk

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.

As of May 31, 2014, the Commission had investments of more than 5% of its consolidated portfolio with the following issuer:

Issuer	Total Market Value <i>(in Thousands)</i>	Percentage of Total Portfolio
Federal National Mortgage Association	\$110,567	6.45%

Interest Rate Risk

On May 31, 2014, the effective duration of the Commission's investments, by type, was as follows:

Investment Type	Fair Value <i>(In Thousands)</i>	Effective Duration <i>(In Years)</i>
Corporate obligations	\$ 320,486	1.7475
Municipal bonds	280,105	1.3380
Government agency securities	188,657	2.5783
U.S. Treasuries	87,580	3.0196
GNMA mortgages	8,057	2.7722
Total investment securities	<u>\$ 884,885</u>	

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

4. Cash and Investments (continued)

Investment Derivatives

Following is a summary of the Commission's investment derivatives at May 31, 2014:

	Notional Amount (Thousands)	Weighted Avg. Mat. (Years)	Effective Date	Maturity Date	Terms	Fair Value (Thousands)	Counterparty	Credit Ratings Moody's/ S&P's/Fitch
	\$ 107,784				Pay 67% of 1-month LIBOR	\$ 5,174	JPMorgan Chase Bank	Aa3/A+/A+
	107,784				receive 60.08% of the 10 year	5,875	Merrill Lynch CS*	Baa2/A-/A
	107,784				maturity of the USD-ISDA	5,040	PNC Bank	A2/A/A+
	134,733				Swap Rate	7,460	Bank of New York Mellon	Aa2/AA-/AA-
A	458,085	7.4	7/1/2007	12/1/2030		23,549		
	112,000				Pay SIFMA, receive 63% of 1-	(7,376)	JPMorgan Chase Bank	Aa3/A+/A+
	48,000				month LIBOR + 20 bps	(3,163)	Bank of New York Mellon	Aa2/AA-/AA-
B	160,000	15.1	8/14/2003	12/1/2032		(10,539)		
	80,000				Pay 67% of 1-month LIBOR	5,118	JPMorgan Chase Bank	Aa3/A+/A+
	80,000				receive 60.15% of the 10 year	5,118	Royal Bank of Canada	Aa3/AA-/AA
C	160,000	15.0	9/19/2006	11/15/2032	maturity of the USD-ISDA Swap Rate	10,236		
D	142,410	15.2	6/1/2010	6/1/2039	Pay SIFMA, receive 99.68% of 3-month LIBOR	7,372	Goldman Sachs MMDP	Aa2/AAA/NR
E	142,410	15.2	6/1/2010	6/1/2039	Pay SIFMA, receive 99.80% of 3-month LIBOR	7,434	Deutsche Bank	A2/A/A+
F	107,784	0.6	1/1/2011	1/1/2015	Pay 60.08% of 10 year maturity of the USD-ISDA Swap Rate, receive 67% of 1-month LIBOR	(1,670)	Deutsche Bank	A2/A/A+
G	134,733	0.6	1/1/2011	1/1/2015	Pay 60.08% of 10 year maturity of the USD-ISDA Swap Rate, receive 67% of 1-month LIBOR	(2,087)	Deutsche Bank	A2/A/A+
H	118,015	10.6	6/9/2006	12/1/2026	Receive 4.186%, pay SIFMA	23,357	Bank of New York Mellon	Aa2/AA-/AA-
						<u>\$ 57,652</u>		

1-month LIBOR was 0.151% at May 31, 2014

3-month LIBOR was 0.2274% at May 31, 2014

10-year maturity of the USD-ISDA swap rate was 2.576% at May 31, 2014

SIFMA was 0.06% at May 31, 2014

* On November 15, 2012, the Commission executed an amendment to the swap agreements to include Merrill Lynch Derivative Products as guarantor. Merrill Lynch Derivative Products credit ratings were Aa3/A+/NR (Moody's/S&P/Fitch) as of May 31, 2014.

See Note 9 for additional disclosures regarding derivative instruments.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

5. Capital Assets

Summaries of changes to capital assets for the years ended May 31, 2014 and 2013 are as follows:

	Balance May 31, 2013	Additions	Transfers	Reductions	Balance May 31, 2014
	<i>(In Thousands)</i>				
Capital assets not being depreciated (cost)					
Land and intangibles	\$ 271,310	\$ 18,717	\$ -	\$ 127	\$ 289,900
Assets under construction	661,613	369,940	(241,157)	-	790,396
Total capital assets not being depreciated	932,923	388,657	(241,157)	127	1,080,296
Capital assets being depreciated (cost)					
Buildings	893,705	7,701	6,303	2,474	905,235
Improvements other than buildings	112,632	3,186	1,652	3,461	114,009
Equipment	549,578	10,420	12,163	2,046	570,115
Infrastructure	7,172,878	10,502	221,039	59,083	7,345,336
Total capital assets being depreciated	8,728,793	31,809	241,157	67,064	8,934,695
Less accumulated depreciation for:					
Buildings	312,159	22,265	-	2,452	331,972
Improvements other than buildings	66,252	5,131	-	3,461	67,922
Equipment	392,113	30,163	-	1,729	420,547
Infrastructure	4,059,290	266,451	-	45,552	4,280,189
Total accumulated depreciation	4,829,814	324,010	-	53,194	5,100,630
Total capital assets being depreciated, net	3,898,979	(292,201)	241,157	13,870	3,834,065
Total capital assets	\$ 4,831,902	\$ 96,456	\$ -	\$ 13,997	\$ 4,914,361

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Notes to the Financial Statements (continued)

5. Capital Assets (continued)

	May 31, 2012	Additions	Transfers	Reductions	May 31, 2013
<i>(In Thousands)</i>					
Capital assets not being depreciated (cost)					
Land and intangibles	\$ 256,175	\$ 15,287	\$ -	\$ 152	\$ 271,310
Assets under construction	864,474	399,036	(550,888)	51,009	661,613
Total capital assets not being depreciated	1,120,649	414,323	(550,888)	51,161	932,923
Capital assets being depreciated (cost)					
Buildings	832,592	27,576	38,502	4,965	893,705
Improvements other than buildings	95,198	13,492	3,942	-	112,632
Equipment	531,210	11,270	13,971	6,873	549,578
Infrastructure	6,704,803	12,444	494,473	38,842	7,172,878
Total capital assets being depreciated	8,163,803	64,782	550,888	50,680	8,728,793
Less accumulated depreciation for:					
Buildings	294,378	22,746	-	4,965	312,159
Improvements other than buildings	61,774	4,478	-	-	66,252
Equipment	369,478	29,244	-	6,609	392,113
Infrastructure	3,842,865	255,267	-	38,842	4,059,290
Total accumulated depreciation	4,568,495	311,735	-	50,416	4,829,814
Total capital assets being depreciated, net	3,595,308	(246,953)	550,888	264	3,898,979
Total capital assets	\$ 4,715,957	\$ 167,370	\$ -	\$ 51,425	\$ 4,831,902

The Commission incurred interest costs of \$10.7 million and \$11.1 million for the fiscal years ended May 31, 2014 and 2013, respectively, which qualified for capitalization. For fiscal year 2014, there was a \$0.2 million interest income offset; therefore, \$10.5 million was capitalized. For fiscal year 2013, there was a \$0.1 million interest income offset; therefore, \$11.0 million was capitalized.

For the fiscal year ended May 31, 2013, the Commission recorded an expense of \$51.0 million for the write-down of assets under construction related to design costs for the west leg of the PA Route 51 to Interstate Route 376 project. Due to the magnitude of the estimated costs of construction, the Commission believes it is unlikely to be economically feasible to complete this leg of the project. This expense was recorded as a special item in the statements of revenues, expenses, and changes in net position.

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Notes to the Financial Statements (continued)

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 has entered into long term service plaza redevelopment agreements with HMSHost Restaurants, LLC and Sunoco, Inc. to design, reconstruct, finance, operate and maintain all of the service plazas. 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 that revenue with the Commission as rental payments. Upon completion of construction, the reconstructed assets are recognized by the Commission. The current contracts with HMSHost Restaurants, LLC and Sunoco, Inc. expire on August 25, 2036 and January 31, 2022, respectively. Sunoco, Inc.'s lease may be extended for three additional five-year periods. The first extension shall be at the discretion of Sunoco, Inc., and the second and third extensions shall be mutually agreed to by both parties.

As of May 31, 2014, the Commission had capitalized \$108.1 million in assets representing 14 service plazas that had fully completed construction and recognized deferred inflows of resources of \$94.9 million related to these assets in accordance with GASB Statement No. 60. Also, as of May 31, 2014 and in accordance with GASB Statement No. 60, the Commission recognized a receivable and deferred inflow of resources in the amount of \$28.1 million for the present value of guaranteed minimum rent payments scheduled to begin upon completion of all construction.

As of May 31, 2013, the Commission had capitalized \$97.2 million in assets representing twelve service plazas that had fully completed construction and recognized deferred inflows of resources of \$88.4 million related to these assets in accordance with GASB Statement No. 60. Also, as of May 31, 2013 and in accordance with GASB Statement No. 60, the Commission recognized a receivable and deferred inflow of resources in the amount of \$26.7 million for the present value of guaranteed minimum rent payments scheduled to begin upon completion of all construction.

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Notes to the Financial Statements (continued)

7. Debt

Following is a summary of debt outstanding:

	May 31	
	2014	2013
	<i>(In Thousands)</i>	
Mainline Senior Debt		
2001 Series T: Issued \$86,660 in September 2001 at 4.13% to 5.50%, due in varying installments through December 1, 2013. Interest paid each June 1 and December 1.	\$ -	\$ 27,005
2004 Series A: Issued \$269,245 in June 2004 at 5.00% to 5.50%, due in varying installments through December 1, 2034. Interest paid each June 1 and December 1.	269,245	269,245
2006 Series A: Issued \$118,015 in June 2006 at 5.00%, due in varying installments through December 1, 2026. Interest paid each June 1 and December 1.	118,015	118,015
2008 Series B Multi-Modal: Issued \$402,000 in May 2008 at a variable rate (based on SIFMA, reset weekly, paid the 1 st of each month), due in varying installments through December 1, 2038. Series B-2 through B-6 refunded in May 2011. Series B-1 refunded in May 2014.	-	100,000
2008 Series C Multi-Modal Revenue: Issued \$50,000 in August 2008 at a variable rate (based on SIFMA, reset weekly, paid the 1 st of each month), due in varying installments through June 1, 2038. Refunded in May 2014.	-	50,000
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
2009 Series B: Issued \$375,010 in December 2009 at 3% to 5%, due in varying installments through December 1, 2025. Interest paid each June 1 and December 1.	375,010	375,010
2009 Series C: Issued \$208,280 in December 2009 at a variable rate (based on SIFMA + 0.52% to 1.05%, paid the 1 st of each month), due in varying installments through December 1, 2014. Partially refunded in November 2012 and July 2013.	52,070	104,140
2010 Series A: Issued \$209,230 in July 2010 at a variable rate (based on SIFMA, reset weekly, paid the 1 st of each month), due in varying installments through December 1, 2036. Refunded in July 2013.	-	194,370
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
2011 Series A: Issued \$68,660 in April 2011 at 4% to 5%, due in varying installments through December 1, 2023. Interest paid each June 1 and December 1.	68,660	68,660
2011 Series B: Issued \$92,035 in April 2011 at a variable rate (based on SIFMA, reset weekly, paid the 1 st of each month), due in varying installments through June 1, 2015.	47,040	69,860
2011 Series C: Issued \$298,330 in May 2011 at a variable rate (based on SIFMA, reset weekly, paid the 1 st of each month), due in varying installments through December 1, 2038. Refunded in May 2014.	-	294,355
2011 Series D: Issued \$52,365 in November 2011 at a variable rate (based on SIFMA +0.05% to 0.55%, reset weekly, paid the 1 st of each month), due in equal installments through December 1, 2014. Partially refunded in November 2012 and July 2013.	17,455	34,910
2011 Series E: Issued \$110,080 in November 2011 at 3.63% to 5%, due in varying installments through December 1, 2030. Interest paid each June 1 and December 1.	110,080	110,080
2012 Series A: Issued \$200,215 in July 2012 at 3% to 5%, due in varying installments through December 2042. Interest paid each June 1 and December 1.	200,215	200,215

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Notes to the Financial Statements (continued)

7. Debt (continued)

	May 31	
	2014	2013
	(In Thousands)	
Mainline Senior Debt (continued)		
2012 Series B: Issued \$70,060 in November 2012 at a variable rate (based on SIFMA +.55%, reset weekly, paid the 1st of each month). Due at December 1, 2016.	\$ 70,060	\$ 70,060
2013 Series A: Issued \$176,075 in January 2013 at a variable rate (based on SIFMA +.60% and .68%, reset weekly, paid the 1st of each month). Due in varying installments through December 1, 2018	176,075	176,075
2013 Series B: Issued \$265,155 in July 2013 at a variable rate (based on SIFMA +.40% to 1.27%, reset weekly, paid the 1 st of each month). Due in varying installments through December 1, 2020.	265,155	-
2013 Series C: Issued \$222,935 in August 2013 at 3.00% to 5.50%, due in varying installments through December 1, 2043. Interest paid each June 1 and December 1.	222,935	-
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.	236,115	-
2014 Series B-1: Issued \$444,280 in May 2014 at a variable rate (based on SIFMA +.05% to .98%, reset weekly, paid the 1 st of each month). Due in varying installments through December 1, 2021.	444,280	-
Total Mainline Senior Debt Payable	3,547,410	3,137,000
Mainline Subordinate Debt (consisting of Subordinate Revenue Debt and Motor License Fund-Enhanced Subordinate Special Revenue Debt)		
<i>Mainline Subordinate Revenue Debt</i>		
2008 Sub-Series A-1 Subordinate Revenue: Issued \$176,565 in April 2008 at 4.125% to 5.00%, due in varying installments through June 1, 2038. Interest paid each June 1 and December 1.	176,565	176,565
2008 Sub-Series A-2 Subordinate Revenue (Federally Taxable): Issued \$68,290 in April 2008 at 3.74% to 6.41%, due in varying installments through June 1, 2022. Interest paid each June 1 and December 1.	49,695	53,975
2008 Sub-Series B-1, B-2 Subordinate Revenue (B-2 Federally Taxable): Issued \$233,905 in July 2008 at 5.00% to 7.47%, due in varying installments through June 1, 2036. Interest paid each June 1 and December 1.	233,905	233,905
2008 Sub-Series C-1, C-3, C-4 Subordinate Revenue (C-4 Federally Taxable): Issued \$411,110 in October 2008 at 4.00% to 6.25%, due in varying installments through June 1, 2038. Interest paid each June 1 and December 1. Sub-Series C-3 refunded July 2009 and Sub-Series C-4 refunded June 2010.	218,030	221,585
2009 Series A Subordinate Revenue: Issued \$308,035 in January 2009 at 3.00% to 5.00%, due in varying installments through June 1, 2039. Interest paid each June 1 and December 1.	287,315	292,730
2009 Series B Subordinate Revenue: Issued \$856,735 in July 2009 at 3.00% to 5.75%, due in varying installments through June 1, 2039. Interest paid each June 1 and December 1.	831,035	856,735
2009 Series C Subordinate Revenue: Issued \$99,998 in July 2009 at 6.25%, due in varying installments through June 1, 2033. Interest to be compounded semi-annually from July 2009 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.	134,709	126,670
2009 Series D Subordinate Revenue: Issued \$324,745 in October 2009 at 4.00% to 5.50%, due in varying installments through December 1, 2041. Interest paid each June 1 and December 1.	324,745	324,745
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 to be compounded semi-annually from October 2009 to 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.	265,737	249,798

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Notes to the Financial Statements (continued)

7. Debt (continued)

	May 31	
	2014	2013
	<i>(In Thousands)</i>	
Mainline Subordinate Debt (consisting of Subordinate Revenue Debt and Motor License Fund-Enhanced Subordinate Special Revenue Debt) (continued)		
<i>Mainline Subordinate Revenue Debt (continued)</i>		
2010 Sub-Series B-1, B-2 Subordinate Revenue: Issued \$273,526 in July 2010 at 5.00%. Sub-Series B-1 due in varying installments through December 1, 2037. Sub-Series B-2 issued as convertible CABs. Interest compounded semi-annually until December 1, 2015, thereafter paid each June 1 and December 1. Compounded interest paid at maturity or earlier redemption.	\$ 315,188	\$ 303,442
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.	156,511	151,276
2011 Series A Subordinate Revenue: Issued \$135,655 in April 2011 at 5.00% to 6.50%, due in varying installments through December 1, 2041. Interest paid each June 1 and December 1.	135,655	135,655
2011 Series B Subordinate Revenue: Issued \$126,740 in October 2011 at 2.00% to 5.25%, due in varying installments through December 1, 2041. Interest paid each June 1 and December 1.	120,095	123,635
2012 Series A Subordinate Revenue: Issued \$123,545 in April 2012 at 3.00% to 5.00%, due in varying installments through December 1, 2042. Interest paid each June 1 and December 1.	120,105	123,545
2012 Series B Subordinate Revenue: Issued \$121,065 in October 2012 at 2% to 5%, due in varying installments through December 1, 2042. Interest paid each June 1 and December 1.	117,985	121,065
2013 Series A Subordinate Revenue: Issued \$71,702 in April, 2013 at 3.125% to 5%, 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 compounded semi-annually until December 1, 2018, thereafter paid each June 1 and December 1.	73,650	71,870
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 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.	109,698	-
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 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.	148,485	-
Total Mainline Subordinate Revenue Debt Payable	3,819,108	3,567,196

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Notes to the Financial Statements (continued)

7. Debt (continued)

	May 31	
	2014	2013
	<i>(In Thousands)</i>	
Mainline Subordinate Debt (consisting of Subordinate Revenue Debt and Motor License Fund-Enhanced Subordinate Special Revenue Debt) (continued)		
<i>Motor License Fund-Enhanced Subordinate Special Revenue Debt</i>		
2010 Sub-Series A-1, A-2, A-3 Subordinate Motor License Fund-Enhanced 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 will compound 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.	\$ 209,593	\$ 203,486
2010 Sub-Series B-1, B-2, B-3 Subordinate Motor License Fund-Enhanced 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.	117,156	113,645
2011 Series A Subordinate Motor License Fund-Enhanced Special Revenue: Issued \$102,620 in April 2011 at 5.00% to 6.00%, due in varying installments through December 1, 2041. Interest paid each June 1 and December 1.	102,620	102,620
2011 Series B Subordinate Motor License Fund-Enhanced Special Revenue: Issued \$98,910 in October 2011 at 3.00% to 5.00%, due in varying installments through December 1, 2041. Interest paid each June 1 and December 1.	98,635	98,910
2012 Series A Subordinate Motor License Fund-Enhanced Special Revenue: Issued \$94,935 in April 2012 at 2.00% to 5.00%, due in varying installments through December 1, 2042. Interest paid each June 1 and December 1.	94,725	94,935
2012 Series B Subordinate Motor License Fund-Enhanced Special Revenue: Issued \$92,780 in October 2012 at 3% to 5%, due in varying installments through December 1, 2042. Interest paid each June 1 and December 1.	92,780	92,780
2013 Series A Subordinate Motor License Fund-Enhanced Special Revenue: Issued \$92,465 in April 2013 at 3% to 5%, due in varying installments through December 1, 2043. Interest paid each June 1 and December 1.	92,465	92,465
2013 Sub-Series B-1, B-2, B-3 Subordinate Motor License Fund-Enhanced 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 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.	102,542	-
2014 Series A Subordinate Motor License Fund-Enhanced Special Revenue: Issued \$59,740 in April 2014 at 4.50% to 4.90%. Series A issued as convertible CABs. Interest will compound semi-annually until December 1, 2021, thereafter paid each June 1 and December 1. Compound interest paid at maturity or earlier redemption.	59,987	-
<i>Motor License Fund-Enhanced Subordinate Special Revenue Debt</i>	970,503	798,841
Total Mainline Subordinate Debt (consisting of Subordinate Revenue Debt and Motor License Fund-Enhanced Subordinate Special Revenue Debt)	4,789,611	4,366,037
Total Mainline Senior and Subordinate Debt Payable	8,337,021	7,503,037

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Notes to the Financial Statements (continued)

7. Debt (continued)

	May 31	
	2014	2013
	<i>(In Thousands)</i>	
Oil Company Franchise Tax Senior Debt		
2003 Series A Oil Company Franchise Tax Revenue: Issued \$124,730 in August 2003 at 2.50% to 5.25%, due in varying installments through December 1, 2024. Interest paid each June 1 and December 1. Partially defeased in November 2006. The remaining balance refunded in October 2013.	\$ -	\$ 35,770
2003 Series C Oil Company Franchise Tax Multi-Modal Revenue: Issued \$160,000 in August 2003 at a variable rate, converted to a fixed rate of 5.00% in May 2008, due in varying installments through December 1, 2032. Interest paid each June 1 and December 1.	160,000	160,000
2006 Series A Oil Company Franchise Tax Revenue Refunding: Issued \$98,705 in November 2006 at 5.00%, due in varying installments through December 1, 2023. Interest paid each June 1 and December 1.	87,595	90,665
2009 Series A, B, C Oil Company 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.	162,893	163,233
2013 Series A Oil Company 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.	27,785	-
Total Oil Company Franchise Tax Senior Debt Payable	438,273	449,668
Oil Company Franchise Tax Subordinate Debt		
2003 Series B Subordinate Oil Company Franchise Tax Revenue: Issued \$197,955 in August 2003 at 2.38% to 5.50%, due in varying installments through December 1, 2032. Interest paid each June 1 and December 1. Partially defeased in November 2006 and partially refunded in October 2013.	16,440	55,185
2006 Series B Subordinate Oil Company Franchise Tax Revenue Refunding: Issued \$141,970 in November 2006 at 3.75% to 5.00%, due in varying installments through December 1, 2031. Interest paid each June 1 and December 1.	134,130	136,375
2009 Series D, E Subordinate Oil Company 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.	129,550	130,395
2013 Series B Subordinate Oil Company 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.	32,035	-
Total Oil Company Franchise Tax Subordinate Debt Payable	312,155	321,955
Total Oil Company Franchise Tax Senior and Subordinate Debt Payable	750,428	771,623

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Notes to the Financial Statements (continued)

7. Debt (continued)

	May 31	
	2014	2013
	<i>(In Thousands)</i>	
Motor License Registration Fee Debt		
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.	\$ 185,505	\$ 192,225
2005 Series B, C, D: Issued \$231,425 in August 2005 at a variable rate (based on SIFMA, reset weekly, paid the 15 th of each month), due in varying installments through July 15, 2041.	231,425	231,425
Total Motor License Registration Fee Debt Payable	416,930	423,650
Total Debt Payable	9,504,379	8,698,310
Unamortized premium/discount	203,526	178,860
Total debt, net of unamortized premium/discount ¹	9,707,905	8,877,170
Less current portion	184,675	198,800
Debt, noncurrent portion ¹	\$ 9,523,230	\$ 8,678,370

SIFMA was 0.06% on May 31, 2014

¹ May 31, 2013 amounts were restated due to the implementation of GASB Statement No. 65. See Notes 2 and 15 for further discussion.

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Notes to the Financial Statements (continued)

7. Debt (continued)

Changes in debt are as follows:

	Balance at June 1, 2013	Additions	Reductions	Balance at May 31, 2014	Due Within One Year
	<i>(In Thousands)</i>				
Mainline debt	\$ 7,503,037	\$ 1,641,554	\$ 807,570	\$ 8,337,021	\$ 161,280
Oil Company Franchise Tax debt	771,623	60,825	82,020	750,428	16,345
Motor License Registration Fee debt	423,650	-	6,720	416,930	7,050
	<u>8,698,310</u>	<u>1,702,379</u>	<u>896,310</u>	<u>9,504,379</u>	<u>184,675</u>
Premium (discount), net	178,860	35,607	10,941	203,526	-
Totals	<u>\$ 8,877,170</u>	<u>\$ 1,737,986</u>	<u>\$ 907,251</u>	<u>\$ 9,707,905</u>	<u>\$ 184,675</u>

	Balance at June 1, 2012	Additions	Reductions	Balance at May 31, 2013	Due Within One Year
	<i>(In Thousands)</i>				
Mainline debt	\$ 6,735,805	\$ 872,262	\$ 105,030	\$ 7,503,037	\$ 175,530
Oil Company Franchise Tax debt	786,521	952	15,850	771,623	16,550
Motor License Registration Fee debt	430,045	-	6,395	423,650	6,720
	<u>7,952,371</u>	<u>873,214</u>	<u>127,275</u>	<u>8,698,310</u>	<u>198,800</u>
Premium (discount), net	117,577	69,467	8,184	178,860	-
Totals ¹	<u>\$ 8,069,948</u>	<u>\$ 942,681</u>	<u>\$ 135,459</u>	<u>\$ 8,877,170</u>	<u>\$ 198,800</u>

¹ Amounts for fiscal year 2013 were restated due to the implementation of GASB Stmt No. 65. See Notes 2 and 15 for further discussion.

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Notes to the Financial Statements (continued)

7. Debt (continued)

Debt service requirements subsequent to May 31, 2014 related to all sections of debt are as follows:

Year Ending May 31	Principal Maturities	Interest	Total
	<i>(In Thousands)</i>		
2015	\$ 184,675	\$ 369,849	\$ 554,524
2016	203,230	370,562	573,792
2017	227,740	396,877	624,617
2018	266,500	395,127	661,627
2019	284,425	408,506	692,931
2020-2024	1,484,129	1,926,515	3,410,644
2025-2029	1,276,384	1,675,859	2,952,243
2030-2034	1,661,295	1,382,711	3,044,006
2035-2039	2,102,098	971,981	3,074,079
2040-2044	1,400,990	421,491	1,822,481
2045-2049	342,728	76,249	418,977
2050 and thereafter	70,185	3,903	74,088
	\$ 9,504,379	\$ 8,399,630	\$ 17,904,009

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 authorized to raise tolls accordingly.

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Notes to the Financial Statements (continued)

7. Debt (continued)

Mainline Debt Requirements and Recent Activity (continued)

As disclosed in Note 3, the Commission's Trust Indentures impose certain restrictions and requirements. The Commission's Trust Indenture for the Series 2008 A Turnpike Subordinate Revenue Bonds imposes 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 eighteen (18) month period.

The Commission entered into a loan agreement to borrow up to \$200 million in four tranches of up to \$50 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 anticipates borrowing this money periodically through 2017 to fund a portion of the I-95 Interchange Project. Such debt would be issued under the Senior Indenture on parity with the Turnpike Revenue Bonds. As of May 31, 2014, the Commission has not borrowed any money under this agreement.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

7. Debt (continued)

Mainline Debt Requirements and Recent Activity (continued)

Under the Commonwealth of Pennsylvania's Act 44 of 2007 (Act 44), the Commission may issue up to \$5 billion of Special Revenue Bonds guaranteed by the Commonwealth of Pennsylvania'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 billion; no more than \$600,000,000 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 of Pennsylvania'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 of Pennsylvania'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. Through fiscal year ended May 31, 2014, the Commission issued \$936.3 million of Special Revenue Bonds with an accreted value of \$970.5 million. The commitment of the Commonwealth of Pennsylvania'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.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

7. Debt (continued)

Mainline Debt Requirements and Recent Activity (continued)

In July 2012, the Commission issued \$200,215,000 2012 Series A Turnpike Revenue Bonds at a fixed rate with a maturity date of December 1, 2042. The 2012 A Bonds were issued for the purpose of financing the costs of various capital expenditures set forth in the Commission's ten-year 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 and for issuing the 2012 A Bonds.

In October 2012, the Commission issued \$121,065,000 2012 Series B Subordinate Bonds at a fixed rate with a maturity date of December 1, 2042. The 2012 B Subordinate Bonds were issued primarily to provide funds to finance the costs of making payments to PennDOT in accordance with Act 44 and for issuing the 2012 B Subordinate Bonds.

In October 2012, the Commission issued \$92,780,000 2012 Series B Motor License Fund-Enhanced Subordinate Special Revenue Bonds at a fixed rate with a maturity date of December 1, 2042. The 2012 B Subordinate Bonds were issued primarily to provide funds to finance the costs of making payments to PennDOT in accordance with Act 44 and for issuing the 2012 B Motor License Fund Enhanced Subordinate Special Revenue Bonds.

In November 2012, the Commission issued \$70,060,000 2012 Series B Senior Bonds at a variable rate with a maturity date of December 1, 2016. The 2012 B Senior Bonds were issued primarily for the current refunding of the \$52,070,000 December 1, 2012 maturity of the Commission's Variable Rate Turnpike Revenue Bonds, Series C of 2009 and the \$17,455,000 December 1, 2012 maturity of the Commission's Variable Rate Turnpike Revenue Bonds, Series D of 2011 and for payment of the costs of issuance of the 2012 Series B Senior Bonds.

In January 2013, the Commission issued \$176,075,000 2013 Series A Senior Bonds at a variable rate with a maturity date of December 1, 2018. The 2013 A Senior Bonds were issued primarily to finance the cost of various capital expenditures set forth in the Commission's current 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 the rehabilitation of certain interchanges and for issuing the 2013 A Bonds.

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Notes to the Financial Statements (continued)

7. Debt (continued)

Mainline Debt Requirements and Recent Activity (continued)

In April 2013, the Commission issued \$71,702,000 2013 Series A Subordinate Bonds at a fixed rate with a maturity date of December 1, 2043. The 2013 A Subordinate Bonds were issued primarily to provide funds to finance the costs of making payments to PennDOT in accordance with Act 44 and for issuing the 2013 A Subordinate Bonds.

In April 2013, the Commission issued \$92,465,000 2013 Series A Motor License Fund-Enhanced Subordinate Special Revenue Bonds at a fixed rate with a maturity date of December 1, 2043. The 2013 A Subordinate Bonds were issued primarily to provide funds to finance the costs of making payments to PennDOT in accordance with Act 44 and for issuing the 2013 A Motor License Fund Enhanced Subordinate Special Revenue Bonds.

In July 2013, the Commission issued \$265,155,000 2013 Series B Senior Bonds at a variable rate with a maturity date of December 1, 2020. The 2013 B Senior Bonds were issued primarily for the current refunding of the Commission's 2009 Series C Variable Rate Turnpike Revenue Bonds (\$52,070,000) and the Commission's 2011 Series D Variable Rate Turnpike Revenue Bonds (\$17,455,000), both with maturity dates of December 1, 2013; the Commission's 2010 Series A-1 Multi-Modal Revenue Refunding Bonds (\$97,230,000) and the Commission's 2010 Series A-2 Multi-Modal Revenue Refunding Bonds (\$97,140,000), both with a mandatory redemption date of July 2013; and for the payment of the costs of issuance of the 2013 Series B Senior Bonds.

In August 2013, the Commission issued \$222,935,000 2013 Series C Senior Bonds at a fixed rate with a maturity date of December 1, 2043. The 2013 C Senior Bonds were issued primarily 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 the rehabilitation of certain interchanges and for issuing the 2013 C Bonds.

In October 2013, the Commission issued \$108,708,000 2013 Series B Subordinate Bonds at a fixed rate with a maturity date of December 1, 2043. The 2013 B Subordinate Bonds were issued primarily to provide funds to finance the costs of making payments to PennDOT in accordance with Act 44 and for issuing the 2013 B Subordinate Bonds.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

7. Debt (continued)

Mainline Debt Requirements and Recent Activity (continued)

In October 2013, the Commission issued \$101,731,000 2013 Series B Motor License Fund-Enhanced Subordinate Special Revenue Bonds at a fixed rate with a maturity date of December 1, 2043. The 2013 B Subordinate Bonds were issued primarily to provide funds to finance the costs of making payments to PennDOT in accordance with Act 44 and for issuing the 2013 B Motor License Fund Enhanced Subordinate Special Revenue Bonds.

In April 2014, the Commission issued \$236,115,000 2014 Series A Senior Bonds at a fixed rate with a maturity date of December 1, 2044. The 2014 A Senior Bonds were issued primarily 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 the rehabilitation of certain interchanges and for issuing the 2014 A Bonds.

In April 2014, the Commission issued \$148,300,000 2014 Series A Subordinate Bonds at a fixed rate with a maturity December 1, 2043. The 2014 A Subordinate Bonds were issued primarily to provide funds to finance the costs of making payments to PennDOT in accordance with Act 44 and Act 89 as well as for issuing the 2014 A Subordinate Bonds.

In April 2014, the Commission issued \$59,740,000 2014 Series A Motor License Fund-Enhanced Subordinate Special Revenue Bonds as capital appreciation bonds with a maturity date of December 1, 2044. The 2014 A Subordinate Bonds were issued primarily to provide funds to finance the costs of making payments to PennDOT in accordance with Act 44 and Act 89 as well as for issuing the 2014 A Motor License Fund Enhanced Subordinate Special Revenue Bonds.

In May 2014, the Commission issued \$444,280,000 2014 Series B-1 Senior Bonds at a variable rate with a maturity date of December 1, 2021. The 2014 B-1 Senior Bonds were issued primarily for the current refunding of existing variable rate debt which included the Commission's 2008 Series B-1 Multi-Modal Revenue Bonds (\$100,000,000), the Commission's 2008 Series C Multi-Modal Revenue Bonds (\$50,000,000), the Commission's 2011 Series C-1 Multi-Modal Revenue Bonds (\$230,745,000), and the Commission's 2011 Series C-2 Multi-Modal Revenue Bonds (\$61,500,000), all with a mandatory redemption date of May 2014. The bonds were also issued for payment of the costs of issuance for the 2014 Series B-1 Senior Bonds.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

7. Debt (continued)

Mainline Debt Requirements and Recent Activity (continued)

Debt service requirements subsequent to May 31, 2014 related to the Mainline debt are as follows:

Year Ending May 31	Principal Maturities	Interest	Total
	<i>(In Thousands)</i>		
2015	\$ 161,280	\$ 322,225	\$ 483,505
2016	178,195	323,808	502,003
2017	201,080	351,319	552,399
2018	238,530	350,842	589,372
2019	255,030	365,632	620,662
2020-2024	1,315,824	1,735,477	3,051,301
2025-2029	1,059,429	1,532,249	2,591,678
2030-2034	1,382,340	1,297,178	2,679,518
2035-2039	1,811,870	922,527	2,734,397
2040-2044	1,320,530	398,410	1,718,940
2045-2049	342,728	76,249	418,977
2050 and thereafter	70,185	3,903	74,088
	\$ 8,337,021	\$ 7,679,819	\$ 16,016,840

Oil Company Franchise Tax Debt Requirements and Recent Activity

The Oil Company 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 of Pennsylvania'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.

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Notes to the Financial Statements (continued)

7. Debt (continued)

Oil Company Franchise Tax Debt Requirements and Recent Activity (continued)

In October 2013, the Commission issued \$27,785,000 2013 Series A Senior Oil Franchise Tax Revenue Refunding Bonds at a fixed rate with a maturity date of December 1, 2024. The 2013 A Senior Oil Franchise Tax Revenue Refunding Bonds were issued primarily for the current refunding of the \$30,775,000 December 1, 2024 maturity of the Commission's Oil Franchise Tax Senior Revenue Bonds, Series A of 2003 and for the payment of the costs of issuance of the 2013 A Senior Oil Franchise Tax Revenue Refunding Bonds. The refunding of the 2003 A Senior Oil Franchise Tax Bonds allowed the Commission to reduce its debt service by approximately \$4.76 million. The transaction resulted in an economic gain of approximately \$3.48 million.

In October 2013, the Commission issued \$32,035,000 2013 Series B Subordinate Oil Franchise Tax Revenue Refunding Bonds at a fixed rate with a maturity date of December 1, 2025. The 2013 B Subordinate Oil Franchise Tax Revenue Refunding Bonds were issued primarily to partially refund the \$34,695,000 December 1, 2025 maturity of the Commission's 2003 B Oil Franchise Tax Subordinate Revenue Bonds and for the payment of the costs of issuance of the 2013 B Subordinate Oil Franchise Tax Revenue Refunding Bonds. The partial refunding of the 2003 B Subordinate Oil Franchise Tax Bonds allowed the Commission to reduce its debt service by approximately \$4.22 million. The transaction resulted in an economic gain of approximately \$2.99 million.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

7. Debt (continued)

Oil Company Franchise Tax Debt Requirements and Recent Activity (continued)

Debt service requirements subsequent to May 31, 2014 related to Oil Company Franchise Tax are as follows:

Year Ending May 31	Principal Maturities	Interest	Total
	<i>(In Thousands)</i>		
2015	\$ 16,345	\$ 37,927	\$ 54,272
2016	17,625	37,419	55,044
2017	18,885	36,613	55,498
2018	19,785	35,759	55,544
2019	20,780	34,788	55,568
2020-2024	117,945	158,081	276,026
2025-2029	151,900	125,722	277,622
2030-2034	195,350	83,106	278,456
2035-2039	185,833	49,015	234,848
2040-2044	5,980	23,020	29,000
	\$ 750,428	\$ 621,450	\$ 1,371,878

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 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.

No Motor License Registration Fee debt has been issued during the fiscal years presented in these statements.

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Notes to the Financial Statements (continued)

7. Debt (continued)

Motor License Registration Fee Debt Requirements and Recent Activity (continued)

Debt service requirements subsequent to May 31, 2014 related to Motor License Registration Fee debt are as follows:

Year Ending May 31	Principal Maturities	Interest	Total
	<i>(In Thousands)</i>		
2015	\$ 7,050	\$ 9,697	\$ 16,747
2016	7,410	9,335	16,745
2017	7,775	8,945	16,720
2018	8,185	8,526	16,711
2019	8,615	8,086	16,701
2020-2024	50,360	32,957	83,317
2025-2029	65,055	17,888	82,943
2030-2034	83,605	2,427	86,032
2035-2039	104,395	439	104,834
2040-2044	74,480	61	74,541
	\$ 416,930	\$ 98,361	\$ 515,291

Defeased Bonds

In 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. At May 31, 2014 and 2013, the Commission had \$249.9 million and \$415.0 million, respectively, of defeased bonds outstanding.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

7. Debt (continued)

Swap Payments and Associated Debt

Net swap payments and related debt service requirements related to all sections subsequent to May 31, 2014, assuming current interest rates remain the same for the term of the agreements, are as follows:

Year Ending May 31	Principal Maturities	Interest	Hedging Derivative	Total
<i>(In Thousands)</i>				
2015	\$ 69,525	\$ 7,353	\$ 30,692	\$ 107,570
2016	80,235	6,852	30,692	117,779
2017	105,110	6,417	30,693	142,220
2018	40,000	6,038	30,692	76,730
2019	65,000	5,722	30,692	101,414
2020-2024	489,150	8,907	153,460	651,517
2025-2029	-	849	141,078	141,927
2030-2034	52,550	776	96,755	150,081
2035-2039	104,395	439	44,287	149,121
2040-2044	74,480	61	3,688	78,229
	<u>\$ 1,080,445</u>	<u>\$ 43,414</u>	<u>\$ 592,729</u>	<u>\$ 1,716,588</u>

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

7. Debt (continued)

Swap Payments and Associated Debt (continued)

Mainline net swap payments and related debt service requirements for the 2009 Series C Senior, 2011 Series D Senior, 2012 Series B Senior, 2013 Series B Senior and the 2014 Series B-1 Senior bond issues are as follows:

Year Ending May 31	Principal Maturities	Interest	Hedging Derivative	Total
<i>(In Thousands)</i>				
2015	\$ 69,525	\$ 7,183	\$ 21,108	\$ 97,816
2016	80,235	6,682	21,108	108,025
2017	105,110	6,247	21,108	132,465
2018	40,000	5,869	21,107	66,976
2019	65,000	5,552	21,108	91,660
2020-2024	489,150	8,059	105,538	602,747
2025-2029	-	-	93,155	93,155
2030-2034	-	-	52,759	52,759
2035-2039	-	-	19,120	19,120
	<u>\$ 849,020</u>	<u>\$ 39,592</u>	<u>\$ 376,111</u>	<u>\$ 1,264,723</u>

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

7. Debt (continued)

Swap Payments and Associated Debt (continued)

Motor License net swap payments and related debt service requirements for the 2005 Series B, C, and D bond issues are as follows:

Year Ending May 31	Principal Maturities	Interest	Hedging Derivative	Total
<i>(In Thousands)</i>				
2015	\$ -	\$ 170	\$ 9,584	\$ 9,754
2016	-	170	9,584	9,754
2017	-	170	9,585	9,755
2018	-	169	9,585	9,754
2019	-	170	9,584	9,754
2020-2024	-	848	47,922	48,770
2025-2029	-	849	47,923	48,772
2030-2034	52,550	776	43,996	97,322
2035-2039	104,395	439	25,167	130,001
2040-2044	74,480	61	3,688	78,229
	<u>\$ 231,425</u>	<u>\$ 3,822</u>	<u>\$ 216,618</u>	<u>\$ 451,865</u>

As rates vary, variable rate bond interest payments and net swap payments will vary.

8. Retirement Benefits

Substantially all employees of the Commission participate in the Commonwealth of Pennsylvania State Employees' Retirement System (SERS), a cost-sharing multiple-employer public employee retirement system that was established under the provisions of Public Law 858, No. 331. It is a defined benefit plan that is funded through a combination of employee contributions, employer contributions and investment earnings. Membership in SERS is mandatory for most Commission employees, which provides retirement, death, and disability benefits.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

8. Retirement Benefits (continued)

Article II of the Pennsylvania Constitution provides the General Assembly the authority to establish or amend benefit provisions. Act 2001-9, signed into law on May 17, 2001, established 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. 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 five 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.

Act 120, signed into law on November 23, 2010, established Class A-3 and Class A-4 memberships. Effective January 1, 2011, all new members to SERS 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 ten 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 his/her completed years of credit service total at least 92 (Rule of 92) are entitled to an unreduced annual retirement benefit.

Covered Class A, Class AA, Class A-3 and A-4 employees are required by statute to contribute to SERS at a rate of 5%, 6.25%, 6.25% and 9.3% respectively, of their gross pay. Employees' contributions are recorded in individually identified accounts, which are also credited with interest, calculated quarterly to yield 4% 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.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

8. Retirement Benefits (continued)

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 retirement contribution, as a percentage of covered payroll, by class is as follows:

Year Ended June 30	Class A	Class AA	Class A-3	Class A-4
2014	12.10%	15.12%	10.46%	10.46%
2013	8.43%	10.51%	7.29%	7.29%
2012	5.59%	6.99%	4.83%	4.83%

The Commission's required contributions and percentage contributed are as follows:

Year Ended May 31	Commission Required Contribution <i>(In Millions)</i>	% Contributed
2014	\$17.4	100%
2013	\$12.0	100%
2012	\$ 7.9	100%

A copy of SERS's annual financial statements can be obtained by writing to: State Employees' Retirement System, 30 North Third Street, Suite 150, Harrisburg, Pennsylvania 17101. Additional information about SERS, including its CAFR and actuarial valuation reports, are available at www.sers.state.pa.us.

9. Commitments and Contingencies

Litigation

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 all of the Commission's 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.

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Notes to the Financial Statements (continued)

9. Commitments and Contingencies (continued)

Open Purchase Order Commitments

The Commission had open purchase order commitments of approximately \$999.3 million and \$681.1 million at May 31, 2014 and 2013, respectively.

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 effectuate the provisions of Act 44 requiring the Commission to make substantial annual payments to PennDOT, the Commission and PennDOT entered into a Lease and Funding Agreement (the Funding Agreement), incorporating many of the terms of Act 44. The term of the Funding Agreement is fifty (50) years from October 14, 2007, its effective date.

The Funding Agreement requires the Commission to make scheduled annual payments to PennDOT, payable in equal quarterly installments, to be used to provide funding for roads, bridges and transit in the Commonwealth. The Commission’s obligation to pay the annual debt service on any Special Revenue Bonds on a timely basis is part of its payment obligation under the Funding Agreement. The Funding Agreement also granted the Commission the option to lease the portion of Interstate 80 (I-80) located in the Commonwealth from PennDOT upon the approval of the Federal Highway Administration (FHWA) of the conversion of such portion into a toll road (the Conversion). The Funding Agreement granted the unilateral option to the Commission to effectuate the Conversion at any time before the third anniversary of the Funding Agreement (the Conversion Period), with the option to extend the Conversion Period for up to three one-year periods.

On October 13, 2007, the Commission and PennDOT submitted a joint application to the FHWA for approval of the Conversion. The FHWA ultimately denied the application on April 6, 2010. Neither the Commission nor PennDOT appealed the FHWA’s decision, nor did the Commission extend the Conversion Period during the notice period under the Funding Agreement or give notice of Conversion. Therefore, the Conversion Period lapsed on October 14, 2010 without the Commission effectuating Conversion or having the ability to do so in the future. The Funding Agreement provides that the Commission’s aggregate annual payments to PennDOT are limited to \$450 million annually upon lapse of the Conversion option and such payment amount commenced with fiscal year 2011. Under existing law, all legal, financial and operational responsibility for I-80 remains with PennDOT.

Pennsylvania Turnpike Commission
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Notes to the Financial Statements (continued)

9. Commitments and Contingencies (continued)

Act 44 and Act 89 (continued)

On November 25, 2013, Act 89 was enacted providing substantial revisions to the Commission's transportation funding obligations under Act 44 and authorized the Commission and PennDOT to immediately amend the Funding Agreement to reflect the statutory provisions of Act 89. On April 4, 2014, the Commission and PennDOT executed Amendment Number One to the Lease and Funding Agreement (the *Act 89 Amendment* and together with the Act 44 Funding Agreement, the *Amended Funding Agreement*). In accordance with Act 89 and the Amended Funding Agreement, the Commission's aggregate annual payment to PennDOT for fiscal year 2014 through fiscal year 2022 remains at \$450 million and at least \$30 million of the payment must be made from current revenues. Commencing in fiscal year 2023 through the term of the Amended Funding Agreement, the Commission's aggregate annual payment to PennDOT is \$50 million, which must be paid from current revenues.

The Commission made payments of \$450 million (recorded as nonoperating expense) in both fiscal years reported in these statements.

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 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 Turnpike System revenues should enable it to satisfy its reduced payment obligations as set forth in the Amended Funding Agreement.

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Notes to the Financial Statements (continued)

9. Commitments and Contingencies (continued)

Act 44 and Act 89 (continued)

Due to the significance of the quarterly payments under Act 44 and Act 89, the Commission currently does not have excess cash from operations to finance its required payments to PennDOT. Therefore, the Commission plans to continue to increase toll rates annually and to issue debt for the foreseeable future to finance the majority of these payments. There can be no assurance that the Commission will be able to continue to issue debt on terms that are acceptable, or at all, to finance these obligations. The sole and exclusive remedy for the failure to make the required payments to PennDOT under the Amended Funding Agreement is that 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 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 having such status as of the Effective Date,” which under the Amended Funding Agreement is defined as October 14, 2007. These voting procedures have not become effective as the Commission has not missed any payments under the Amended Funding Agreement.

Act 44 and Act 89 provide that all required payments under the Amended Funding Agreement or as required by Act 44 or Act 89 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.

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Notes to the Financial Statements (continued)

9. Commitments and Contingencies (continued)

Interest Rate Swaps

The fair value and notional amount of derivative instruments outstanding at May 31, 2014 and May 31, 2013, classified by type and the changes in fair value of such derivative instruments for the years then ended as reported in the fiscal year 2014 and fiscal year 2013 financial statements are as follows:

	<u>May 31, 2013</u>	<u>Changes in fair value</u>		<u>Fair Value at May 31, 2014</u>		<u>Notional</u>
		<u>Classification</u>	<u>Amount</u>	<u>Classification</u>	<u>Amount</u>	
Cash flow hedges:						
Pay-fixed interest rate swap	\$ (117,369)	Deferred outflows	\$ 67,685	Noncurrent liabilities	\$ (49,684)	\$ 685,455
Fair value hedges:						
Receive-fixed rate swap	26,317	Deferred inflows	(26,317)	Noncurrent liabilities	-	-
Investment derivative instruments:						
Basis and fair value swaps	<u>36,525</u>	Investment earnings	<u>21,127</u>	Long-term investments	<u>57,652</u>	1,423,437
Total PTC	<u>\$ (54,527)</u>		<u>\$ 62,495</u>		<u>\$ 7,968</u>	

	<u>May 31, 2012</u>	<u>Changes in fair value</u>		<u>Fair Value at May 31, 2013</u>		<u>Notional</u>
		<u>Classification</u>	<u>Amount</u>	<u>Classification</u>	<u>Amount</u>	
Cash flow hedges:						
Pay-fixed interest rate swap	\$ (198,518)	Deferred outflows	\$ 81,149	Noncurrent liabilities	\$ (117,369)	\$ 685,455
Fair value hedges:						
Receive-fixed rate swap	33,229	Deferred inflows	(6,912)	Noncurrent liabilities	26,317	118,015
Investment derivative instruments:						
Basis swaps	<u>22,569</u>	Investment earnings	<u>13,956</u>	Long-term investments	<u>36,525</u>	1,310,732
Total PTC	<u>\$ (142,720)</u>		<u>\$ 88,193</u>		<u>\$ (54,527)</u>	

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Notes to the Financial Statements (continued)

9. Commitments and Contingencies (continued)

Interest Rate Swaps (continued)

Fair Values

Fair values of the Commission's derivative instruments were 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 payment on the swaps.

Recent Activity

In November 2012, the Commission issued 2012 Series B Senior Bonds primarily to partially refund the 2009 Series C Senior Bonds and the 2011 Series D Senior Bonds. Concurrently, \$38,495,000 of the 2009 Series C Senior Bonds related swaps and \$12,832,000 of the 2011 Series D Senior Bonds related swaps were deemed terminated and are now associated with the 2012 Series B Senior Bonds. The fair value of these swaps at the time of the deemed termination was a negative \$7,428,000. This amount is being amortized over the two year period ending December 1, 2014, which is the final maturity for both the 2009 Series C Senior Bonds and the 2011 Series D Senior Bonds.

In June 2013, three of the Commission's swaps with UBS AG (a Mainline hedging derivative with a notional amount of \$38,520,000, a Mainline investment derivative with a notional amount of \$134,733,000, and an Oil Franchise investment derivative with a notional amount of 48,000,000) were novated to Bank of New York Mellon, with the Commission as the remaining party in the trades. Since the novations were not done in response to a default or termination event by UBS, the hedging relationship on the Mainline swap was terminated. A new hedging relationship was established using the on-market portion of the swap at the time of the novation. The accumulated changes in its fair value that were reported as deferred outflows of \$1,329,000 at May 31, 2013 netted with an increase in fair value of the swap in fiscal year 2014 until the time of novation of \$952,000, are reported in the amount of \$377,000 as a decrease in earnings within the investment earnings classification. The change in fair value of the swap, subsequent to the novation, in the amount of \$1,056,000 is reported as deferred outflows at May 31, 2014.

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Notes to the Financial Statements (continued)

9. Commitments and Contingencies (continued)

Interest Rate Swaps (continued)

Recent Activity (continued)

In July 2013, the Commission issued 2013 Series B Senior Bonds primarily to partially refund the 2009 Series C Senior Bonds and the 2011 Series D Senior Bonds. Concurrently, \$38,520,000 of the 2009 Series C Senior Bonds related swaps and \$12,832,000 of the 2011 Series D Senior Bonds related swaps were deemed terminated and are now associated with the 2013 Series B Senior Bonds. The fair value of these swaps at the time of the deemed termination was a negative \$1,847,000. This amount is being amortized over the 16 month period ending December 1, 2014, which is the final maturity for both the 2009 Series C Senior Bonds and the 2011 Series D Senior Bonds.

In December 2013, two of the Commission's swaps with Citibank (a former Mainline hedging derivative with a notional amount of \$118,015,000 and a Motor Vehicle Registration Fee hedging derivative with a notional amount of \$57,860,000) were novated to Bank of New York Mellon, with the Commission as the remaining party in the trades. Since the novations were not done in response to a default or termination event by Citibank, the hedging relationships are terminated.

The Mainline derivative no longer meets the criteria for effectiveness and, thus, was reclassified as an investment derivative instrument. Accordingly, the accumulated changes in its fair value, that were reported as deferred inflows of \$26,317,000 at May 31, 2013, netted with the decrease in fair value of the swap in fiscal year 2014 of \$2,960,000, are reported in the amount of \$23,357,000 within the investment earnings classification for the year ended May 31, 2014.

For the Motor Vehicle Registration Fee hedging derivative, a new hedging relationship was established using the on-market portion of the swap at the time of the novation. The accumulated changes in fair value, that were reported as a deferred outflow of \$14,238,000 at May 31, 2013 netted with an increase in fair value of the swap in fiscal year 2014 until the time of novation of \$6,363,000, are reported in the amount of \$7,875,000 as a decrease in earnings within the investment earnings classification. The change in fair value of the swap, subsequent to the novation, in the amount of \$4,928,000 is reported as deferred outflows at May 31, 2014.

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Notes to the Financial Statements (continued)

9. Commitments and Contingencies (continued)

Interest Rate Swaps (continued)

Recent Activity (continued)

In May 2014, the Commission issued 2014 Series B-1 Senior Bonds primarily to partially refund the 2008 Series B-1 Senior Bonds and the 2011 Series C Senior Bonds. Concurrently, \$100,000,000 of the 2008 Series B-1 Senior Bonds related swaps and \$200,000,000 of the 2011 Series C Senior Bonds related swaps were deemed terminated and are now associated with the 2014 Series B-1 Senior Bonds. The fair value of these swaps at the time of the deemed termination was a negative \$46,725,000. This amount is being amortized over the eight year period ending May 31, 2022, which is the final maturity for both the 2008 Series B-1 Senior Bonds and the 2011 Series C Senior Bonds.

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Notes to the Financial Statements (continued)

9. Commitments and Contingencies (continued)

Interest Rate Swaps (continued)

Following is a summary of the hedging derivatives in place as of May 31, 2014. These hedging derivatives contain certain risks and collateral requirements as described below (in thousands):

Type	Objective	Notional Amount	Effective Date	Maturity Date	Terms	Counterparty	Moody's/ S&P/Fitch	Full Value (to) from	
								Book Fair Value	Counterparty
Pay fixed Interest Rate Swap	Hedge of changes of cash flows of 2014 Series B-1 Bonds (formerly 2008 Series B-1 & 2011 Series C Bonds)	\$ 100,000 <u>100,000</u> \$ 300,000	5/20/2014 5/20/2014	12/1/2038 12/1/2038	Pay 4.887%, receive SIFMA	Goldman Sachs MMDP Merrill Lynch CS* Morgan Stanley CS	Aa2/AAA/NR Baa2/A-/A Baa2/A-/A	\$ (921) (928) (917)	\$ (32,551) (32,541) (32,545)
Pay fixed Interest Rate Swap	Hedge of changes of cash flows of 2013 Series B Bonds (formerly 2009 Series C & 2011 Series D Bonds)	\$ 12,842 25,667 <u>12,842</u> \$ 51,351	7/23/2013 7/23/2013 7/23/2013	12/1/2030 12/1/2030 12/1/2030	Pay 4.403%, receive 67.00% of 1-month LIBOR	Bank of America* JPMorgan Chase Bank Bank of New York Mellon	A2/A/A Aa3/A+/A+ Aa2/AA-/AA-	\$ (299) (599) (299)	\$ (3,838) (7,671) (3,838)
Pay fixed Interest Rate Swap	Hedge of changes of cash flows of 2012 Series B Bonds (formerly 2009 Series C and 2011 Series D Bonds)	\$ 12,836 25,655 <u>12,836</u> \$ 51,327	11/30/2012 11/30/2012 6/27/2013	12/1/2030 12/1/2030 12/1/2030	Pay 4.403%, receive 67.00% of 1-month LIBOR	Bank of America* JPMorgan Chase Bank Bank of New York Mellon	A2/A/A Aa3/A+/A+ Aa2/AA-/AA-	\$ 708 1,414 (528)	\$ (3,836) (7,667) (3,836)
Pay fixed Interest Rate Swap	Hedge of changes of cash flows of 2011 Series D Bonds (formerly 2009 Series C Bonds)	\$ 3,209 6,414 <u>3,209</u> \$ 12,832	12/1/2011 12/1/2011 6/27/2013	12/1/2030 12/1/2030 12/1/2030	Pay 4.403%, receive 67.00% of 1-month LIBOR	Bank of America* JPMorgan Chase Bank Bank of New York Mellon	A2/A/A Aa3/A+/A+ Aa2/AA-/AA-	\$ 50 99 (132)	\$ (959) (1,917) (959)
Pay fixed Interest Rate Swap	Hedge of changes of cash flows of the 2009 Series C Bonds (formerly 2002 Series A Bonds)	\$ 9,633 19,254 <u>9,633</u> \$ 38,520	12/4/2009 12/4/2009 6/27/2013	12/1/2030 12/1/2030 12/1/2030	Pay 4.403%, receive 67.00% of 1-month LIBOR	Bank of America* JPMorgan Chase Bank Bank of New York Mellon	A2/A/A Aa3/A+/A+ Aa2/AA-/AA-	\$ (946) (1,892) (396)	\$ (2,879) (5,754) (2,879)
Pay fixed Interest Rate Swap	Hedge of changes of cash flow on the 2005 Series B, C, D Bonds	\$ 57,860 57,845 <u>57,860</u> \$ 231,425	12/20/2013 8/17/2005 8/17/2005 8/17/2005	7/15/2041 7/15/2041 7/15/2041 7/15/2041	Pay 4.2015%, receive SIFMA	Bank of New York Mellon JPMorgan Chase Bank Merrill Lynch CS* Morgan Stanley CS	Aa2/AA-/AA- Aa3/A+/A+ Baa2/A-/A Baa2/A-/A	\$ (4,928) (13,058) (13,056) (13,056)	\$ (13,056) (13,058) (13,056) (13,056)
Total pay fixed interest rate swaps		<u>\$ 685,455</u>						\$ (49,684)	\$ (195,896)

1-month LIBOR was 0.151% at May 31, 2014.
SIFMA was 0.06% at May 31, 2014.

* On November 15, 2012, the Commission executed an amendment to the swap agreements to include Merrill Lynch Derivative Products as guarantor. Merrill Lynch Derivative Products credit ratings were Aa3/A+/NR (Moody's/S&P/Fitch).

The full value (to) from Counterparty listed is the mid-market value at May 31, 2014. The difference between full value and book fair value is related to the value of the swaps at the time the related bonds were refunded and/or the swap was novated.

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Notes to the Financial Statements (continued)

9. 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 derivatives that have positive full values from the counterparty and investment derivatives (see Note 4) that have positive fair values. At May 31, 2014, the Commission is exposed to credit risk with respect to the (A), (C), (D), (E) and (H) investment derivatives 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 fair values of the swaps exceeding certain thresholds specified in the swap agreement. The Commission's derivative 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 third-party custodian and would be in the form of cash, U.S. Treasury Obligations, or U.S. Government Agency Securities. At May 31, 2014, the Commission had net credit risk exposure to four counterparties pursuant to the provisions of the respective derivative agreements. The Commission has the right to call the collateral posting with two of these counterparties.

- **Interest Rate Risk** – The Commission is exposed to variable interest rates with respect to the fixed-to-variable swap agreement associated with the 2006 Series A Senior Bonds. Additionally, 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.

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Notes to the Financial Statements (continued)

9. 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 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 67% of 1-month LIBOR exceeds 60.08% of the 10-year maturity of the USD-ISDA Swap Rate
 - (B) – To the extent SIFMA exceeds 63% of 1-month LIBOR + 20 basis points
 - (C) – To the extent 67% of 1-month LIBOR exceeds 60.15% of the 10-year maturity of the USD-ISDA Swap Rate
 - (D) – To the extent SIFMA exceeds 99.68% of 3-month LIBOR
 - (E) – To the extent SIFMA exceeds 99.80% of 3-month LIBOR
 - (F) – To the extent 60.08% of the 10-year maturity of the USD-ISDA Swap Rate exceeds 67% of 1-month LIBOR
 - (G) – To the extent 60.08% of the 10-year maturity of the USD-ISDA Swap Rate exceeds 67% of 1-month LIBOR
- **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.

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Notes to the Financial Statements (continued)

9. Commitments and Contingencies (continued)

Interest Rate Swaps (continued)

- ***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 Investors Service) and “A-” (Standard & Poor’s and Fitch Rating Service) levels. The Commission’s Mainline senior bond rating was “A1” from Moody’s and “A+” from both Standard & Poor’s and Fitch at May 31, 2014. Based on May 31, 2014 full values, the Commission could be required to post \$113.7 million in collateral for its derivative instruments if its ratings fall below the agreement thresholds.

The Commission’s derivative instruments related to its Oil Company 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 Investors Service) and A- (Standard & Poor’s and Fitch Rating Service) levels. The Commission’s Oil Company Franchise Tax senior bond rating is currently “Aa3” from Moody’s and “AA” from Standard & Poor’s. Based on May 31, 2014 full values, the Commission could be required to post \$5.4 million in collateral for its derivative instruments if its ratings fall below the agreement thresholds.

The Commission’s derivative instruments related to its Motor Vehicle 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 Vehicle Registration Fee Revenue bond rating was “Aa3” from Moody’s, “AA” from Standard & Poor’s and “AA-” from Fitch at May 31, 2014. Based on May 31, 2014 full values, the Commission could be required to post \$52.2 million in collateral for its derivative instruments if its ratings fall below the agreement thresholds.

10. Related Party Transactions

The Commission incurred costs of \$41.4 million and \$38.2 million for the fiscal years ended May 31, 2014 and 2013 respectively, related to its use of the Commonwealth’s State Police in patrolling the Turnpike System.

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Notes to the Financial Statements (continued)

11. Postemployment Benefits

Plan Description

The Commission maintains a 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 the Internal Revenue Code, to provide funding of the Plan's other post-employment benefits (OPEB).

The Trust is administered by the Trustees. PNC Bank serves as custodian of the assets of the Trust. Payments from the Trust are made by the custodian at the direction of the Trustees. The Trust's financial statements are not included in the financial statements of a public employee retirement system. The Trust 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 post-employment medical, prescription drug, dental and vision benefits to management and supervisory union employees who have reached 20 years of service and are under age 60; and benefit eligibility changes from 20 to 10 years for retirees 60 years of age or older. The same coverage is provided to surviving spouses or domestic partners and dependents of management and supervisory union retirees who retired on or after March 1, 2001. Surviving spouses or domestic partners of retirees who retired prior to March 1, 2001 are required to contribute the full cost of the coverage 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.

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.

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Notes to the Financial Statements (continued)

11. Postemployment Benefits (continued)

Plan Description (continued)

Non-Supervisory Union Employees/Retirees (continued)

For Local 30 Professional and other non-supervisory union employees/retirees who were hired prior to January 1, 2011, the earlier of completion of 20 years of service or the later of attainment of age 60 and completion of ten years of service satisfies the eligibility requirements. The last five years of service must be with the Commission.

For Local 30 Professionals who were hired on or after January 1, 2011, the earlier of completion of 30 years of service or the later of attainment of age 60 and completion of 25 years of service satisfies the eligibility requirements. The last ten years of service must be with the Commission.

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 coverage and dependents are offered coverage under COBRA.

Funding Policy

The Commission has adopted a Retiree Medical Trust Funding Policy, effective September 17, 2008, whereby the Commission anticipates approving an annual contribution to the Trust in the amount of the Annual Required Contribution (ARC) as determined by the Commission's actuary during the approval of its annual operating budget.

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Notes to the Financial Statements (continued)

11. Postemployment Benefits (continued)

Annual OPEB Cost and Net OPEB Asset

The following chart summarizes the components of the Commission’s annual OPEB cost, actual contributions, percentage of annual OPEB cost contributed, increase in the net OPEB asset and the net OPEB asset at the end of the fiscal year.

	Year ended May 31		
	2014	2013	2012
	<i>(Dollar Amounts in Thousands)</i>		
Normal cost	\$ 9,470	\$ 9,019	\$ 7,356
Trust expense assumption	150	150	-
Amortization	7,825	13,095	20,377
Interest	908	1,159	1,088
Annual required contribution (ARC)	18,353	23,423	28,821
Interest on net OPEB asset	(4,069)	(2,021)	(283)
Adjustment to ARC	8,922	4,110	527
Annual OPEB cost	23,206	25,512	29,065
Employer contributions	44,228	54,768	54,397
Percentage of annual OPEB cost contributed	190.6%	214.7%	187.2%
Increase in net OPEB asset	21,022	29,256	25,332
Net OPEB asset – beginning of year	58,127	28,871	3,539
Net OPEB asset – end of year	\$ 79,149	\$ 58,127	\$ 28,871

The ARC and its components (normal cost, trust expense assumption, Unfunded Actuarial Accrued Liability (“UAAL”) amortization, and mid-year contribution interest) in the table above were obtained from the actuarial valuations, prepared by an independent actuary. The fiscal year 2014 ARC and Annual OPEB cost amounts were obtained from a March 1, 2013 interim valuation. The fiscal year 2013 and 2012 ARC and Annual OPEB cost amounts were obtained from a March 1, 2012 valuation.

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Notes to the Financial Statements (continued)

11. Postemployment Benefits (continued)

Annual OPEB Cost and Net OPEB Asset (continued)

Retiree and spouse contribution rates at May 31, 2014 are as follows:

- Management employees and union employees who retired prior to July 1, 1998 and October 1, 1997, respectively—the retiree/spouse contributes the full cost of coverage less the Commission’s monthly subsidy of \$19.28 once the retiree turns 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 of \$73.50 when the retiree or spouse reach age 65.
- Surviving spouses and domestic partners are paying 100% of the premiums, except for surviving spouses of Management employees who retired after March 1, 2001.

Funding Status and Funding Progress

The actuarial value of assets, AAL, and UAAL amounts for the fiscal year ended May 31, 2014 and 2012 in the chart below were obtained from actuarial valuations, prepared by independent actuaries, as of January 1, 2014 and March 1, 2012, respectively.

Fiscal Year Ended May 31	Actuarial Value of Assets	Actuarial Accrued Liability (AAL)	Unfunded Actuarial Accrued Liability (UAAL)	Funded Ratio	Covered Payroll	UAAL as a Percentage of Covered Payroll
<i>(Dollar Amounts in Thousands)</i>						
2014	\$ 271,265	\$ 283,133	\$ 11,868	95.8%	\$ 126,699	9.4%
2012	152,341	250,750	98,409	60.8%	124,241	79.2%

The schedule of funding progress, presented as Required Supplementary Information (RSI) following the notes to the financial statements, presents multiyear trend information depicting the change in the actuarial value of Plan assets over time relative to the actuarial accrued liability for benefits.

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Notes to the Financial Statements (continued)

11. Postemployment Benefits (continued)

Actuarial Methods and Assumptions

The valuation measurements in the charts on the previous pages are, in part, the result of estimates of the value of reported amounts and assumptions about the probability of events in the long term. Such actuarially determined estimates are subject to continual revision as actual results are compared to past expectations and new estimates are made about the future. Also, the valuation measurements are based, in part, on the types of benefits provided under the terms of the substantive plan at the time of the valuation and on the pattern of sharing of costs between the Commission and the Plan members through the respective valuation dates. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

A summary of the actuarial methods and assumptions used in the January 1, 2014 valuation is as follows:

Actuarial cost method	Projected Unit Credit
Discount rate	7%
Rate of return on assets	7%
Amortization method	Level dollar
Amortization period:	
• UAAL as of March 1, 2012	10 years (closed)
• Subsequent changes	10 years (open)
Asset valuation method	Fair value
Benefit Assumption – increases/decreases	No changes

Health Cost Trend: The healthcare trend assumption for medical and pharmacy benefits and premiums is based on the Society of Actuaries-Getzen Model version 12.2 utilizing the baseline assumptions included in the model, except real GDP growth is assumed to be 1.8% per year, for fiscal years 2016 and later. Further adjustments are made for aging, percentage of costs associated with administrative expenses, inflation on administrative costs, and potential excise tax due to Healthcare Reform.

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Notes to the Financial Statements (continued)

11. Postemployment Benefits (continued)

Actuarial Methods and Assumptions (continued)

The health cost trend assumption for medical and pharmacy benefits at sample years is as follows:

Valuation Year	Pre-65 Trend	Post-65 Trend
2014	6.0%	6.3%
2015	5.6%	5.8%
2016	5.3%	5.6%
2017	5.6%	5.6%
2018	5.6%	5.6%
2023	5.6%	5.5%
2028	6.8%	5.4%
2033	6.7%	5.4%
2038	6.2%	5.2%
2043	5.8%	5.0%
2048	5.6%	5.6%
2053	5.5%	5.5%

The health cost trend assumptions for dental and vision benefits and premiums are assumed to be 4.0% per year.

Salary increases were not considered as OPEB benefits are not based upon pay.

12. Self-Insurance

The Commission is exposed to various risks of losses such as theft of, damage to, and destruction of assets, errors and omissions, third-party torts, injuries to employees, injuries to third parties due to accidents caused by Commission automobiles, and natural disasters. The Commission has purchased commercial insurance for all risks of losses, including employee medical benefits, except for torts, injuries to employees and injuries to third parties due to accidents caused by Commission automobiles. No settlements exceeded insurance coverage for each of the past three years.

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Notes to the Financial Statements (continued)

12. Self-Insurance (continued)

The Commission recorded a liability of \$38.0 million and \$37.6 million for loss and loss adjustment expenses on claims relating to self-insurance that have been incurred but not reported as of May 31, 2014 and 2013, 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 automobile and general tort was not discounted. The liability for workers' compensation was discounted using a rate of 3.25% and 3.25% for each of the fiscal years ended May 31, 2014 and 2013. The liability includes amounts for claims adjustment expense and is net of any salvage and subrogation. Salvage and subrogation were not material for the years ended May 31, 2014 and 2013. 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 inasmuch as 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.

The self-insurance liabilities are \$38.0 million and \$37.6 million for fiscal years ended May 31, 2014 and 2013, respectively. The self-insurance liabilities recorded as accounts payable and accrued liabilities are \$2.9 million and \$2.7 million for the fiscal years ended May 31, 2014 and 2013, respectively. The self-insurance liabilities recorded as other noncurrent liabilities are \$35.1 million and \$34.9 million for the fiscal years ended May 31, 2014 and 2013, respectively.

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Notes to the Financial Statements (continued)

12. Self-Insurance (continued)

The following summaries provide aggregated information on self-insurance liabilities:

	June 1, 2013 Liability	Effects of Discount as of June 1, 2013	Incurred Claims		Paid Claims		Effects of Discount as of May 31, 2014	May 31, 2014 Liability
			Current Year	Prior Years	Current Year	Prior Years		
<i>(In Thousands)</i>								
Year ended May 31, 2014								
Workers' compensation	\$ 6,662	\$ 1,675	\$ 1,545	\$ 2,412	\$ (753)	\$ (2,652)	\$ (1,743)	\$ 7,146
Automobile/general tort	30,919	-	772	(301)	(44)	(480)	-	30,866
	<u>\$ 37,581</u>	<u>\$ 1,675</u>	<u>\$ 2,317</u>	<u>\$ 2,111</u>	<u>\$ (797)</u>	<u>\$ (3,132)</u>	<u>\$ (1,743)</u>	<u>\$ 38,012</u>
	June 1, 2012 Liability	Effects of Discount as of June 1, 2012	Current Year	Prior Years	Current Year	Prior Years	Effects of Discount as of May 31, 2013	May 31, 2013 Liability
<i>(In Thousands)</i>								
Year ended May 31, 2013								
Workers' compensation	\$ 6,278	\$ 2,056	\$ 1,558	\$ 1,504	\$ (568)	\$ (2,491)	\$ (1,675)	\$ 6,662
Automobile/general tort	25,586	-	5,897	(416)	(54)	(94)	-	30,919
	<u>\$ 31,864</u>	<u>\$ 2,056</u>	<u>\$ 7,455</u>	<u>\$ 1,088</u>	<u>\$ (622)</u>	<u>\$ (2,585)</u>	<u>\$ (1,675)</u>	<u>\$ 37,581</u>

The foregoing reflects an adjustment for a deficiency of \$2.1 million and \$1.1 million for the fiscal years ended May 31, 2014 and 2013, respectively, for prior years' incurred claims that resulted from a change in estimate as more information became available.

13. Compensated Absences

Sick leave is earned at a rate of 3.08 hours every two weeks, or ten days per year. Unused sick leave may be carried over from year to year up to a maximum of 18 days. In November of each year, employees are reimbursed for all accumulated unused sick leave above the maximum. Sick leave payouts were \$1.9 and \$1.9 million in November 2013 and 2012 respectively.

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.

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Notes to the Financial Statements (continued)

13. Compensated Absences (continued)

Upon termination of employment, all unused sick and vacation leave is paid to the employee. The compensated absences liabilities are \$16.6 million and \$16.7 million for fiscal years ended May 31, 2014 and 2013, respectively. The compensated absences liabilities recorded as accounts payable and accrued liabilities are \$9.1 million and \$9.2 million for the fiscal years ended May 31, 2014 and 2013, respectively. The compensated absences liabilities recorded as other noncurrent liabilities are \$7.5 million and \$7.5 million for the fiscal years ended May 31, 2014 and 2013, respectively.

A summary of changes to compensated absences for the years ended May 31, 2014 and 2013 is as follows:

Fiscal Year Ended May 31	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
	<i>(In Thousands)</i>				
2014	\$ 16,730	\$ 12,291	\$ 12,438	\$ 16,583	\$ 9,121
2013	16,146	12,771	12,187	16,730	9,202

14. Letters of Credit

The Commission has outstanding letters of credit with several banks as described in the following paragraphs:

Supplemental Trust Indenture No. 13 dated as of May 1, 2008, amendment and restatement of the Amended and Restated Indenture of Trust dated as of March 1, 2011, between the Commission and U.S. Bank National Association required a Letter of Credit to be established for the 2008 Series B-1 Turnpike Multi-Modal Revenue Bonds. The Commission entered into a Letter of Credit with Barclays Bank PLC in the amount of up to \$102,137,000 for purposes of paying debt service obligations on the bonds. The Commission draws against this letter of credit each month to fund the related debt service payments. The Commission makes monthly reimbursements for these draws against the letter of credit. During fiscal year 2014, the Commission made draws against the Letter of Credit and reimbursements to Barclays in the amount of \$67,000 and \$67,000, respectively. There were no outstanding draws against the Letter of Credit at May 31, 2014. The stated expiration date on this letter of credit was May 25, 2014 which was not extended.

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Notes to the Financial Statements (continued)

14. Letters of Credit (continued)

Supplemental Trust Indenture No. 14 dated as of August 1, 2008, amendment and restatement of the Amended and Restated Indenture of Trust dated as of March 1, 2011, between the Commission and U.S. Bank National Association required a Letter of Credit to be established for the 2008 Series C Turnpike Multi-Modal Revenue Bonds. The Commission entered into a Letter of Credit with Barclays Bank PLC in the amount of up to \$50,855,000 for purposes of paying debt service obligations on the bonds. The Commission draws against this letter of credit each month to fund the related debt service payments. The Commission makes monthly reimbursements for these draws against the letter of credit. During fiscal year 2014, the Commission made draws against the Letter of Credit and reimbursements to Barclays in the amount of \$33,000 and \$33,000, respectively. There were no outstanding draws against the Letter of Credit at May 31, 2014. The stated expiration date on this letter of credit was May 25, 2014 which was not extended.

Pennsylvania insurance law requires a Letter of Credit, Surety Bond, or Escrow from entities that self-insure their Workers Compensation. Therefore, the Commission has four (4) Standby Letters of Credit to satisfy the PA Turnpike's collateral requirement under the expired Owner Controlled Insurance Program (OCIP) with Zurich American Insurance. As of May 31, 2014, there have been no draws against these Letters of Credit. The Letters of Credit are as follows:

- \$170,000 Letter of Credit with PNC Bank, N.A. for beneficiary Zurich American Insurance for the Allegheny River Bridge OCIP.
- \$461,000 Letter of Credit with PNC Bank, N.A. for beneficiary Zurich American Insurance for the Uniontown to Brownsville Phase I OCIP.
- \$1,300,000 Letter of Credit with Wells Fargo Bank, N.A. for beneficiary Zurich American Insurance for the Uniontown to Brownsville Phase II OCIP.
- \$255,000 Letter of Credit with Wells Fargo Bank, N.A. for beneficiary Zurich American Insurance for the Susquehanna River Bridge and Valley Forge to Norristown Widening OCIPs.

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Notes to the Financial Statements (continued)

15. Restatement

The Commission adopted GASB Statement No. 65 in the current year (as discussed in Note 2); the effect on fiscal year 2013 is as follows:

Description	Amount as Previously Reported	Adjustment for GASB No. 65	Amount as Restated
		<i>(in Thousands)</i>	
		<i>[Debits / (Credits)]</i>	
Statement of Net Position			
Prepaid bond insurance costs (formerly presented as Deferred issuance costs)	\$ 73,616	\$ (56,763)	\$ 16,853
Deferred outflows of resources from refunding bonds	-	138,152	138,152
Debt, less current portion, net of unamortized premium (former presentation included “net of unamortized refunding loss”)	(8,526,198)	(152,172)	(8,678,370)
Net position at end of year	2,617,625	70,783	2,688,408
Statement of Revenues, Expenses, and Changes in Net Position			
Net position at beginning of year	\$ 1,977,972	\$ 69,686	\$ 2,047,658
Interest and bond expense	393,822	1,097	394,919
Net position at end of year	2,617,625	70,783	2,688,408

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Notes to the Financial Statements (continued)

16. Subsequent Events

On June 2, 2014, the Commission issued \$69,870,000 2014 Series B-2 Senior Revenue Bonds at a variable rate with a final maturity date of December 1, 2016. The 2014 B-2 Bonds were issued primarily to refund the 2009 Series C Bonds and the 2011 Series D Bonds.

On June 17, 2014, the Commission executed a partial reversal of one of the Mainline Constant Maturity Swaps associated with the Commission's 2012 Series B, 2013 Series B and 2014 Series B-1 Bonds. JPMorgan Chase Bank was the winning bidder with an offer of \$4,068,000 which was received by the Commission. This payment was in lieu of interest payments that may have been received by the Commission through July 2, 2018, which is the reversal maturity date.

On July 2, 2014, the Commission executed a partial reversal of one of the Mainline Constant Maturity Swaps associated with the Commission's 2012 Series B, 2013 Series B and 2014 Series B-1 Bonds. PNC was the winning bidder with an offer of \$4,179,000 which was received by the Commission. This payment was in lieu of interest payments that may have been received by the Commission through July 2, 2018, which is the reversal maturity date.

On July 22, 2014 the Commission executed a partial reversal of one of the Constant Maturity Swaps associated with the Commission's Oil Franchise Tax 2003 Series C Bonds. This reversal was executed at a level of \$3,270,000 which Royal Bank of Canada paid to the Commission. This payment was in lieu of interest payments that may have been received by the Commission through May 15, 2018, which is the reversal maturity date.

On August 26, 2014, the Commission executed a partial reversal of one of the Constant Maturity Swaps associated with the Commission's Oil Franchise Tax 2003 Series C Bonds. This reversal was executed at a level of \$3,292,000 which Wells Fargo will pay to the Commission. This payment is in lieu of interest payments that may have been received by the Commission from JP Morgan through November 15, 2018, which is the reversal maturity date.

Required Supplementary Information

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Required Supplementary Information

Schedule of Funding Progress – Postemployment Healthcare Benefits
(In Thousands)

Actuarial Valuation Date	Actuarial Value of Assets	Actuarial Accrued Liability (AAL)	Unfunded AAL (UAAL)	Funded Ratio	Covered Payroll	UAAL as a Percentage of Covered Payroll
January 1, 2014	\$ 271,265	\$ 283,133	\$ 11,868	95.8%	\$ 126,699	9.4%
March 1, 2012	152,341	250,750	98,409	60.8%	124,241	79.2%
March 1, 2010	66,436	263,398	196,962	25.2%	123,754	159.2%

Following is a listing of changes in assumptions used in the January 1, 2014 valuation compared with previous valuations.

- Per capita claims costs were updated based on recent experience of Commission retirees and the healthcare trend was updated.
- Assumed health plan elections for members attaining age 65 were modified from 2/3rd electing Signature 65 and 1/3rd electing Freedom Blue (without Rx) to 60% electing Signature 65 and 40% electing Freedom Blue (without Rx).
- The assumed percentage of eligible female members covering a spouse decreased from 50% to 40%.

Other Supplementary Information

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Other Supplementary Information

Section Information

For accounting purposes, the Pennsylvania Turnpike 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 Company 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 Company Franchise Tax Debt as listed in Note 7.

The Motor License section consists of an annual income of \$28 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 7.

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Other Supplementary Information (continued)

Section Information (continued)

Schedule of Net Position

	May 31, 2014			Total
	Mainline	Oil Franchise	Motor License	
<i>(In Thousands)</i>				
Assets and deferred outflows of resources				
Current assets:				
Cash and cash equivalents	\$ 135,452	\$ -	\$ -	\$ 135,452
Short-term investments	43,936	-	-	43,936
Accounts receivable	43,218	-	-	43,218
Accrued interest receivable	1,273	-	-	1,273
Inventories	20,158	-	-	20,158
Restricted current assets:				
Cash and cash equivalents	635,332	55,780	21,625	712,737
Short-term investments	154,081	-	1,113	155,194
Accounts receivable	836	7,478	-	8,314
Accrued interest receivable	1,990	911	96	2,997
Total current assets	<u>1,036,276</u>	<u>64,169</u>	<u>22,834</u>	<u>1,123,279</u>
Noncurrent assets:				
Long-term investments:				
Long-term investments unrestricted	158,224	-	-	158,224
Long-term investments restricted	391,877	163,773	29,533	585,183
Total long-term investments	<u>550,101</u>	<u>163,773</u>	<u>29,533</u>	<u>743,407</u>
Capital assets not being depreciated:				
Land and intangibles	289,900	-	-	289,900
Assets under construction	790,396	-	-	790,396
Capital assets being depreciated:				
Buildings	905,235	-	-	905,235
Improvements other than buildings	114,009	-	-	114,009
Equipment	570,115	-	-	570,115
Infrastructure	7,345,336	-	-	7,345,336
Total capital assets before accumulated depreciation	<u>10,014,991</u>	<u>-</u>	<u>-</u>	<u>10,014,991</u>
Less accumulated depreciation	<u>5,100,630</u>	<u>-</u>	<u>-</u>	<u>5,100,630</u>
Total capital assets after accumulated depreciation	<u>4,914,361</u>	<u>-</u>	<u>-</u>	<u>4,914,361</u>
Other assets:				
Prepaid bond insurance costs	12,665	1,448	1,648	15,761
OPEB Asset	79,149	-	-	79,149
Other assets	28,145	-	-	28,145
Total other assets	<u>119,959</u>	<u>1,448</u>	<u>1,648</u>	<u>123,055</u>
Total noncurrent assets	<u>5,584,421</u>	<u>165,221</u>	<u>31,181</u>	<u>5,780,823</u>
Total assets	<u>6,620,697</u>	<u>229,390</u>	<u>54,015</u>	<u>6,904,102</u>
Deferred outflows of resources from hedging derivatives	5,586	-	44,098	49,684
Deferred outflows of resources from refunding bonds	136,086	6,575	21,533	164,194
Deferred outflows of resources	<u>141,672</u>	<u>6,575</u>	<u>65,631</u>	<u>213,878</u>
Total assets and deferred outflows of resources	<u>\$ 6,762,369</u>	<u>\$ 235,965</u>	<u>\$ 119,646</u>	<u>\$ 7,117,980</u>

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Other Supplementary Information (continued)

Section Information (continued)

Schedule of Net Position (continued)

	May 31, 2014			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Liabilities and deferred inflows of resources				
Current liabilities:				
Accounts payable and accrued liabilities	\$ 304,848	\$ 21,118	\$ 4,061	\$ 330,027
Current portion of debt	161,280	16,345	7,050	184,675
Unearned income	55,217	-	-	55,217
Total current liabilities	<u>521,345</u>	<u>37,463</u>	<u>11,111</u>	<u>569,919</u>
Noncurrent liabilities:				
Debt, less current portion, net of unamortized premium	8,341,420	752,387	429,423	9,523,230
Other noncurrent liabilities	148,840	-	51,886	200,726
Total noncurrent liabilities	<u>8,490,260</u>	<u>752,387</u>	<u>481,309</u>	<u>9,723,956</u>
Total liabilities	<u>9,011,605</u>	<u>789,850</u>	<u>492,420</u>	<u>10,293,875</u>
Deferred inflows of resources from service concession arrangements				
	122,994	-	-	122,994
Deferred inflows of resources from refunding bonds	-	1,566	-	1,566
Total deferred inflows of resources	<u>122,994</u>	<u>1,566</u>	<u>-</u>	<u>124,560</u>
Total liabilities and deferred inflows of resources	<u>9,134,599</u>	<u>791,416</u>	<u>492,420</u>	<u>10,418,435</u>
Net position				
Net investment in capital assets	1,546,260	(752,431)	(421,079)	372,750
Restricted for construction purposes	-	188,737	48,305	237,042
Restricted for debt service	28,558	8,243	-	36,801
Unrestricted	(3,947,048)	-	-	(3,947,048)
Total net position	<u>\$(2,372,230)</u>	<u>\$ (555,451)</u>	<u>\$ (372,774)</u>	<u>\$(3,300,455)</u>

Pennsylvania Turnpike Commission
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Other Supplementary Information (continued)

Section Information (continued)

Schedule of Revenues, Expenses, and Changes in Net Position

	May 31, 2014			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Operating revenues:				
Net fares	\$ 861,846	\$ -	\$ -	\$ 861,846
Other	18,909	-	-	18,909
Total operating revenues	<u>880,755</u>	-	-	<u>880,755</u>
Operating expenses:				
Cost of services	437,999	951	31	438,981
Depreciation	324,010	-	-	324,010
Total operating expenses	<u>762,009</u>	<u>951</u>	<u>31</u>	<u>762,991</u>
Operating income (loss)	118,746	(951)	(31)	117,764
Nonoperating revenues (expenses):				
Investment earnings	32,671	2,384	(7,485)	27,570
Other nonoperating revenues	16,389	6,772	-	23,161
Act 44 and Act 89 payments to PennDOT	(450,000)	-	-	(450,000)
Capital assets transferred to PennDOT	(13,531)	-	-	(13,531)
Interest and bond expense	(373,223)	(34,653)	(19,171)	(427,047)
Nonoperating expenses, net	<u>(787,694)</u>	<u>(25,497)</u>	<u>(26,656)</u>	<u>(839,847)</u>
Loss before capital contributions	(668,948)	(26,448)	(26,687)	(722,083)
Capital contributions	13,759	68,277	28,000	110,036
(Decrease) Increase in net position	<u>(655,189)</u>	<u>41,829</u>	<u>1,313</u>	<u>(612,047)</u>
Net position at beginning of year	(1,732,011)	(583,177)	(373,220)	(2,688,408)
Intersection transfers	14,970	(14,103)	(867)	-
Net position at end of year	<u><u>\$(2,372,230)</u></u>	<u><u>\$ (555,451)</u></u>	<u><u>\$ (372,774)</u></u>	<u><u>\$(3,300,455)</u></u>

Pennsylvania Turnpike Commission
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Other Supplementary Information (continued)

Section Information (continued)

Schedule of Cash Flows

	May 31, 2014			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Operating activities				
Cash received from customer tolls and deposits	\$ 876,945	\$ -	\$ -	\$ 876,945
Cash payments for goods and services	(296,993)	(485)	(26)	(297,504)
Cash payments to employees	(153,091)	(590)	-	(153,681)
Cash received from other operating activities	8,741	-	-	8,741
Net cash provided by (used for) operating activities	435,602	(1,075)	(26)	434,501
Investing activities				
Proceeds from sales and maturities of investments	1,774,007	82,841	18,093	1,874,941
Interest received on investments	15,929	3,621	627	20,177
Purchases of investments	(1,706,159)	(94,847)	(18,113)	(1,819,119)
Net cash provided by (used for) investing activities	83,777	(8,385)	607	75,999
Capital and related financing activities				
Capital grants received	9,128	-	-	9,128
Cash proceeds from motor license grant	-	-	28,000	28,000
Cash proceeds from oil company franchise tax	-	65,089	-	65,089
Construction and acquisition of capital assets	(393,831)	(9,982)	-	(403,813)
Proceeds from sale of capital assets	620	-	-	620
Payments for bond and swap expenses	(6,089)	(521)	(725)	(7,335)
Payments for debt refundings	(706,140)	(65,470)	-	(771,610)
Payments for debt maturities	(51,935)	(16,550)	(6,720)	(75,205)
Interest paid on debt	(132,977)	(39,198)	(19,795)	(191,970)
Interest subsidy from Build America Bonds	16,236	6,772	-	23,008
Proceeds from debt issuances	1,185,820	66,534	-	1,252,354
Net cash (used for) provided by capital and related financing activities	(79,168)	6,674	760	(71,734)
Noncapital financing activities				
Cash payments to PennDOT	(450,000)	-	-	(450,000)
Payments for bond and swap expenses	(2,946)	-	-	(2,946)
Payments for debt maturities	(49,495)	-	-	(49,495)
Interest paid on debt	(176,612)	-	-	(176,612)
Proceeds from debt issuances	430,039	-	-	430,039
Net cash used for noncapital financing activities	(249,014)	-	-	(249,014)
Increase (Decrease) in cash and cash equivalents	191,197	(2,786)	1,341	189,752
Cash and cash equivalents at beginning of year	579,587	58,566	20,284	658,437
Cash and cash equivalents at end of year	\$ 770,784	\$ 55,780	\$ 21,625	\$ 848,189

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Other Supplementary Information (continued)

Section Information (continued)

Schedule of Cash Flows (continued)

	Year Ended May 31, 2014			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Reconciliation of operating income (loss) to net cash provided by (used for) operating activities:				
Operating income (loss)	\$ 118,746	\$ (951)	\$ (31)	\$ 117,764
Adjustments to reconcile operating income (loss) to net cash provided by (used for) operating activities:				
Depreciation	324,010	-	-	324,010
Change in operating assets and liabilities:				
Accounts receivable	(3,593)	-	-	(3,593)
Inventories	(3,287)	-	-	(3,287)
Other assets	(19,587)	-	-	(19,587)
Accounts payable and accrued liabilities	19,276	(124)	5	19,157
Other noncurrent liabilities	37	-	-	37
Net cash provided by (used for) operating activities	<u>\$ 435,602</u>	<u>\$ (1,075)</u>	<u>\$ (26)</u>	<u>\$ 434,501</u>
Reconciliation of cash and cash equivalents to the statements of net position:				
Cash and cash equivalents	\$ 135,452	\$ -	\$ -	\$ 135,452
Restricted cash and cash equivalents	635,332	55,780	21,625	712,737
Total cash and cash equivalents	<u>\$ 770,784</u>	<u>\$ 55,780</u>	<u>\$ 21,625</u>	<u>\$ 848,189</u>

Pennsylvania Turnpike Commission
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Other Supplementary Information (continued)

Section Information (continued)

Schedule of Cash Flows (continued)

Noncash activities

The Commission recorded a net increase of \$8.5 million in the fair value of its investments for the year ended May 31, 2014. Increases (Decreases) by section were: Mainline, \$17.5 million; Oil Franchise, \$(1.0) million and Motor License, \$(8.0) million.

The Commission recorded \$9.4 million for the amortization of bond premium for the year ended May 31, 2014. Amortization by section was: Mainline, \$7.3 million; Oil Franchise, \$1.4 million and Motor License, \$0.7 million.

The Commission recorded \$23.7 million for the amortization of deferred losses on refundings and amortization of prepaid bond insurance costs for the year ended May 31, 2014. Amortization by section was: Mainline, \$22.0 million; Oil Franchise, \$0.9 million and Motor License, \$0.8 million.

The Commission recorded an interest expense reduction of \$15.6 million in the Mainline section and \$0.1 in the Motor License section for the year ended May 31, 2014 related to GASB 53 entries.

The Commission recognized revenues of \$4.4 million for the fiscal year ended May 31, 2014 for noncash capital contributions. This noncash capital contribution revenue is the result of agreements with a food and a fuel provider to totally reconstruct the service plazas. The service plaza operators provide the capital for the reconstruction in exchange for lower rental rates.

The Commission and PennDOT entered into an agreement regarding ownership of overhead bridges that carry state roads. Per the agreement, once the Commission replaces these overhead bridges, and after final inspections and supplemental agreements are signed by both parties, ownership and maintenance responsibilities of the bridges are transferred from the Commission to PennDOT. The Commission transferred assets with a net book value of \$13.5 million from its Mainline section to PennDOT during the fiscal year ended May 31, 2014.

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Other Supplementary Information (continued)

Section Information (continued)

Schedule of Cash Flows (continued)

Noncash activities (continued)

The Commission records intersection activity related to revenue, expense, asset and liability transfer 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, 2014 were: to Mainline, \$15.0 million; from Oil Franchise, \$14.1 million; and from Motor License, \$0.9 million.

Pennsylvania Turnpike Commission
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Other Supplementary Information (continued)

Section Information (continued)

Schedule of Net Position (Restated)¹

	May 31, 2013			
Assets and deferred outflows of resources	Mainline	Oil Franchise	Motor License	Total
Current assets:	<i>(In Thousands)</i>			
Cash and cash equivalents	\$ 130,010	\$ -	\$ -	\$ 130,010
Short-term investments	47,952	-	-	47,952
Accounts receivable	39,149	-	-	39,149
Accrued interest receivable	1,663	-	-	1,663
Inventories	16,871	-	-	16,871
Restricted current assets:				
Cash and cash equivalents	449,577	58,566	20,284	528,427
Short-term investments	214,369	21,448	6,097	241,914
Accounts receivable	1,110	4,290	-	5,400
Accrued interest receivable	2,283	1,135	137	3,555
Total current assets	902,984	85,439	26,518	1,014,941
Noncurrent assets:				
Long-term investments:				
Long-term investments unrestricted	197,127	-	-	197,127
Long-term investments restricted	372,599	133,653	24,724	530,976
Total long-term investments	569,726	133,653	24,724	728,103
Capital assets not being depreciated:				
Land and intangibles	271,310	-	-	271,310
Assets under construction	661,613	-	-	661,613
Capital assets being depreciated:				
Buildings	893,705	-	-	893,705
Improvements other than buildings	112,632	-	-	112,632
Equipment	549,578	-	-	549,578
Infrastructure	7,172,878	-	-	7,172,878
Total capital assets before accumulated depreciation	9,661,716	-	-	9,661,716
Less accumulated depreciation	4,829,814	-	-	4,829,814
Total capital assets after accumulated depreciation	4,831,902	-	-	4,831,902
Other assets:				
Prepaid bond insurance costs	13,166	1,978	1,709	16,853
OPEB asset	58,127	-	-	58,127
Other assets	26,728	-	-	26,728
Total other assets	98,021	1,978	1,709	101,708
Total noncurrent assets	5,499,649	135,631	26,433	5,661,713
Total assets	6,402,633	221,070	52,951	6,676,654
Deferred outflows of resources from hedging derivatives	60,435	-	56,934	117,369
Deferred outflows of resources from refunding bonds	108,776	7,051	22,325	138,152
Total deferred outflows of resources	169,211	7,051	79,259	255,521
Total assets and deferred outflows of resources	\$ 6,571,844	\$ 228,121	\$ 132,210	\$ 6,932,175

¹ Certain 2013 amounts were restated as discussed in Notes 2 and 15.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Other Supplementary Information (continued)

Section Information (continued)

Schedule of Net Position (Restated)¹ (continued)

	May 31, 2013			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Liabilities and deferred inflows of resources				
Current liabilities:				
Accounts payable and accrued liabilities	\$ 320,773	\$ 24,660	\$ 4,584	\$ 350,017
Current portion of debt	175,530	16,550	6,720	198,800
Unearned income	48,190	-	-	48,190
Total current liabilities	544,493	41,210	11,304	597,007
Noncurrent liabilities:				
Debt, less current portion, net of unamortized premium	7,471,504	769,674	437,192	8,678,370
Other noncurrent liabilities	146,418	414	56,934	203,766
Total noncurrent liabilities	7,617,922	770,088	494,126	8,882,136
Total liabilities	8,162,415	811,298	505,430	9,479,143
Deferred inflows of resources from hedging derivatives	26,317	-	-	26,317
Deferred inflows of resources from service concession arrangements	115,123	-	-	115,123
Total deferred inflows of resources	141,440	-	-	141,440
Total liabilities and deferred inflows of resources	8,303,855	811,298	505,430	9,620,583
Net position				
Net investment in capital assets	1,803,506	(770,206)	(419,878)	613,422
Restricted for construction purposes	-	178,700	46,658	225,358
Restricted for debt service	41,326	8,329	-	49,655
Unrestricted	(3,576,843)	-	-	(3,576,843)
Total net position	\$(1,732,011)	\$ (583,177)	\$ (373,220)	\$(2,688,408)

¹ Certain 2013 amounts were restated as discussed in Notes 2 and 15.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Other Supplementary Information (continued)

Section Information (continued)

Schedule of Revenues, Expenses, and Changes in Net Position (Restated)¹

	May 31, 2013			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Operating revenues:				
Net fares	\$ 811,542	\$ -	\$ -	\$ 811,542
Other	20,094	-	-	20,094
Total operating revenues	831,636	-	-	831,636
Operating expenses:				
Cost of services	411,572	894	18	412,484
Depreciation	311,735	-	-	311,735
Total operating expenses	723,307	894	18	724,219
Operating income (loss)	108,329	(894)	(18)	107,417
Nonoperating revenues (expenses):				
Investment earnings	27,624	2,106	318	30,048
Other nonoperating revenues	17,431	2,446	-	19,877
Act 44 payments to PennDOT	(450,000)	-	-	(450,000)
Interest and bond expense	(339,912)	(35,667)	(19,340)	(394,919)
Nonoperating expenses, net	(744,857)	(31,115)	(19,022)	(794,994)
Loss before capital contributions and special item	(636,528)	(32,009)	(19,040)	(687,577)
Capital contributions	10,274	59,562	28,000	97,836
Discontinued project	-	(51,009)	-	(51,009)
(Decrease) Increase in net position	(626,254)	(23,456)	8,960	(640,750)
Net position at beginning of year	(1,072,621)	(593,246)	(381,791)	(2,047,658)
Intersection transfers	(33,136)	33,525	(389)	-
Net position at end of year	<u>\$ (1,732,011)</u>	<u>\$ (583,177)</u>	<u>\$ (373,220)</u>	<u>\$ (2,688,408)</u>

¹ Certain 2013 amounts were restated as discussed in Notes 2 and 15.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Other Supplementary Information (continued)

Section Information (continued)

Schedule of Cash Flows

May 31, 2013

	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Operating activities				
Cash received from customer tolls and deposits	\$ 829,291	\$ -	\$ -	\$ 829,291
Cash payments for goods and services	(252,275)	(886)	(18)	(253,179)
Cash payments to employees	(143,900)	(392)	-	(144,292)
Cash received from other operating activities	7,706	-	-	7,706
Net cash provided by (used for) operating activities	440,822	(1,278)	(18)	439,526
Investing activities				
Proceeds from sales and maturities of investments	1,371,376	233,566	26,871	1,631,813
Interest received on investments	20,639	3,932	661	25,232
Purchases of investments	(1,214,333)	(218,159)	(33,862)	(1,466,354)
Net cash provided by (used for) investing activities	177,682	19,339	(6,330)	190,691
Capital and related financing activities				
Capital grants received	7,240	-	-	7,240
Cash proceeds from motor license grant	-	-	28,000	28,000
Cash proceeds from oil company franchise tax	-	60,285	-	60,285
Construction and acquisition of capital assets	(484,489)	(23,161)	-	(507,650)
Proceeds from sale of capital assets	1,765	-	-	1,765
Payments for bond and swap expenses	(1,202)	-	(338)	(1,540)
Payments for debt refundings	(69,525)	-	-	(69,525)
Payments for debt maturities	(19,645)	(15,850)	(6,395)	(41,890)
Interest paid on debt	(122,848)	(39,514)	(20,249)	(182,611)
Interest subsidy from Build America Bonds	16,735	2,446	-	19,181
Proceeds from debt issuances	473,667	-	-	473,667
Net cash (used for) provided by capital and related financing activities	(198,302)	(15,794)	1,018	(213,078)
Noncapital financing activities				
Cash payments to PennDOT	(450,000)	-	-	(450,000)
Payments for bond and swap expenses	(1,032)	-	-	(1,032)
Payments for debt maturities	(15,860)	-	-	(15,860)
Interest paid on debt	(160,512)	-	-	(160,512)
Proceeds from debt issuances	416,314	-	-	416,314
Net cash used for noncapital financing activities	(211,090)	-	-	(211,090)
Increase (Decrease) in cash and cash equivalents	209,112	2,267	(5,330)	206,049
Cash and cash equivalents at beginning of year	370,475	56,299	25,614	452,388
Cash and cash equivalents at end of year	\$ 579,587	\$ 58,566	\$ 20,284	\$ 658,437

Pennsylvania Turnpike Commission
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Other Supplementary Information (continued)

Section Information (continued)

Schedule of Cash Flows (continued)

	Year Ended May 31, 2013			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Reconciliation of operating income (loss) to net cash provided by (used for) operating activities:				
Operating income (loss)	\$ 108,329	\$ (894)	\$ (18)	\$ 107,417
Adjustments to reconcile operating income (loss) to net cash provided by (used for) operating activities:				
Depreciation	311,735	-	-	311,735
Change in operating assets and liabilities:				
Accounts receivable	(2,370)	-	-	(2,370)
Inventories	2,705	-	-	2,705
Other assets	(28,061)	-	-	(28,061)
Accounts payable and accrued liabilities	42,194	(384)	-	41,810
Other noncurrent liabilities	6,290	-	-	6,290
Net cash provided by (used for) operating activities	<u>\$ 440,822</u>	<u>\$ (1,278)</u>	<u>\$ (18)</u>	<u>\$ 439,526</u>
Reconciliation of cash and cash equivalents to the statements of net position:				
Cash and cash equivalents	\$ 130,010	\$ -	\$ -	\$ 130,010
Restricted cash and cash equivalents	449,577	58,566	20,284	528,427
Total cash and cash equivalents	<u>\$ 579,587</u>	<u>\$ 58,566</u>	<u>\$ 20,284</u>	<u>\$ 658,437</u>

Pennsylvania Turnpike Commission
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Other Supplementary Information (continued)

Section Information (continued)

Schedule of Cash Flows (continued)

Noncash activities

The Commission recorded a net increase of \$ 5.5 million in the fair value of its investments for the year ended May 31, 2013. Increases (decreases) by section were: Mainline, \$8.0 million; Oil Franchise, \$(2.1) million and Motor License, \$(0.4) million.

The Commission recorded \$8.2 million for the amortization of bond premium for the year ended May 31, 2013. Amortization by section was: Mainline, \$6.4 million; Oil Franchise, \$1.1 million and Motor License, \$0.7 million.

The Commission recorded \$21.2 million (as restated) for the amortization of deferred losses on refundings and amortization of prepaid bond insurance costs for the year ended May 31, 2013. Amortization by section was: Mainline, \$19.7 million; Oil Franchise, \$0.6 million and Motor License, \$0.9 million.

The Commission recorded an interest expense reduction of \$11.7 million in the Mainline section for the year ended May 31, 2013 related to GASB 53 entries.

The Commission recognized \$3.4 million in revenues for the fiscal year ended May 31, 2013 for noncash capital contributions. This noncash capital contribution revenue is the result of agreements with a food and a fuel provider to totally reconstruct the service plazas. The service plaza operators provide the capital for the reconstruction in exchange for lower rental rates.

The Commission and PennDOT entered into an agreement regarding ownership of overhead bridges that carry state roads. Per the agreement, once the Commission replaces these overhead bridges, and after final inspections and supplemental agreements are signed by both parties, ownership and maintenance responsibilities of the bridges are transferred from the Commission to PennDOT. The Commission did not transfer any assets to PennDOT during the fiscal year ended May 31, 2013.

Pennsylvania Turnpike Commission
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Other Supplementary Information (continued)

Section Information (continued)

Schedule of Cash Flows (continued)

Noncash activities (continued)

The Commission records intersection activity related to revenue, expense, asset and liability transfer 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, 2013 were: from Mainline, \$33.1 million; to Oil Franchise, \$33.5 million; and from Motor License, \$0.4 million.

Pennsylvania Turnpike Commission
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Other Supplementary Information (continued)

Schedules of Cost of Services Detail

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, 2014

	Mainline Operating	Mainline Capital	Total Mainline	Oil Franchise	Motor License	Total
General & administrative	\$ 40,958	\$ 88,718	\$ 129,676	\$ 730	\$ 31	\$ 130,437
Traffic engineering and operations	3,966	-	3,966	-	-	3,966
Service centers	22,448	-	22,448	-	-	22,448
Employee benefits	83,810	7,503	91,313	221	-	91,534
Fare collection	58,164	-	58,164	-	-	58,164
Maintenance	74,789	808	75,597	-	-	75,597
Facilities and energy mgmt. operations	9,850	7,112	16,962	-	-	16,962
Turnpike patrol	39,818	55	39,873	-	-	39,873
Total cost of services	\$ 333,803	\$ 104,196	\$ 437,999	\$ 951	\$ 31	\$ 438,981

Fiscal Year Ended May 31, 2013

	Mainline Operating	Mainline Capital	Total Mainline	Oil Franchise	Motor License	Total
General & administrative	\$ 42,542	\$ 72,659	\$ 115,201	\$ 681	\$ 18	\$ 115,900
Traffic engineering and operations	4,455	-	4,455	-	-	4,455
Service centers	24,480	-	24,480	-	-	24,480
Employee benefits	80,670	6,634	87,304	213	-	87,517
Fare collection	59,952	-	59,952	-	-	59,952
Maintenance	65,924	988	66,912	-	-	66,912
Facilities and energy mgmt. operations	8,903	8,194	17,097	-	-	17,097
Turnpike patrol	36,171	-	36,171	-	-	36,171
Total cost of services	\$ 323,097	\$ 88,475	\$ 411,572	\$ 894	\$ 18	\$ 412,484

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APPENDIX C

SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE

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APPENDIX C

SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE

The following sets forth the definitions of certain terms used in the Senior Indenture and a summary of certain provisions of the Senior Indenture. Certain other provisions of the Senior Indenture relating to the 2014 Bonds are summarized in the Official Statement under the sections captioned “DESCRIPTION OF THE 2014 BONDS” and “SECURITY FOR THE 2014 BONDS”. Reference should be made to the Senior Indenture for a complete statement of all of these provisions and other provisions which are not summarized in this Official Statement. A copy of the Senior Indenture may be obtained from the Trustee.

DEFINITIONS OF CERTAIN TERMS

In addition to words and terms elsewhere defined in this Official Statement, the following words and terms as used in this Appendix C and the Senior Indenture shall have the following meanings unless the context clearly indicates otherwise:

“Additional Bonds” -- Bonds of any Series authorized to be issued under the Senior Indenture.

“Annual Capital Budget” -- the budget adopted by the Commission pursuant to the provisions described under the heading “The Senior Indenture—Covenants of Commission--Annual Operating Budget; Capital Budget” in this Appendix C.

“Annual Debt Service” -- (i) the amount of principal and interest paid or payable with respect to Bonds in a Fiscal Year plus (ii) 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 Approved Swap Agreements, minus (iv) 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 (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 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 Senior 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 such refinancing 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; (d) termination or similar payments under an Approved Swap Agreement shall not be taken into account in any calculation of Annual Debt Service; and (e) if any cash subsidy payments (the “Subsidy 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”) 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.

“Annual Operating Budget” -- the budget adopted by the Commission pursuant to the provisions described under the heading “The Senior Indenture--Annual Operating Budget; Capital Budget” in this Appendix C.

“Applicable Long-Term Indebtedness” -- includes Bonds, Additional Bonds, Reimbursement Obligations and obligations of the Commission under Approved Swap Agreements, to the extent the same constitute Long-Term Indebtedness, and excludes Subordinated Indebtedness.

“Approved Swap Agreement” -- shall have the meaning set forth below under the heading “The Senior Indenture--Approved and Parity Swap Obligations” in this Appendix C.

“Assumed Variable Rate” -- in the case of (1) Outstanding Variable Rate Indebtedness, the average interest rate on such Indebtedness for the most recently completed 12-month period; and (2) proposed Variable Rate 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 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 Trustee.

“Authenticating Agent” -- that Person designated and authorized to authenticate any series of Bonds or such Person designated by the Authenticating Agent to serve such function, and shall initially be the Trustee.

“Balloon Indebtedness” -- 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” -- as to any particular Series of Bonds, each Person (other than a 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 Indenture providing for the issuance of such Bonds.

“Bankruptcy Law” -- 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.

“Bond” or “Bonds” -- Bonds outstanding under the Prior Senior Indenture and indebtedness of any kind or class, including bonds, notes, bond anticipation notes, commercial paper and other obligations, issued as Additional Bonds under the applicable provisions of the Senior Indenture, other than Additional Bonds issued as Subordinated Indebtedness.

“Bond Buyer Index” -- shall mean 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” -- 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” -- as to any particular maturity or any particular Series of Bonds, the Person undertaking to insure such Bonds as designated in a Supplemental Indenture providing for the issuance of such Bonds.

“Bond Owner,” “Bondholder,” “Holder,” “Owner” or “Registered Owner” (or the lower case version of the same) -- the Person in whose name any Bond or Bonds are registered on the books maintained by the Registrar.

“Bond Register” -- the register maintained pursuant to the applicable provisions of the Senior Indenture.

“Bond Registrar” -- with respect to any series of Bonds, that Person which maintains the bond register or such other entity designated by the Bond Registrar to serve such function and initially shall be the Trustee.

“Book-Entry-Only System” -- a system similar to the system described in the Senior Indenture and in the forepart of this Official Statement under “DESCRIPTION OF THE 2014 BONDS--Book-Entry Only System” pursuant to which Bonds are registered in book-entry form.

“Business Day” -- a day other than: (i) a Saturday, Sunday, legal holiday or day on which banking institutions in the city in which the Trustee has its Principal Office are authorized or required by law or executive order to close; or (ii) a day on which the New York Stock Exchange is closed.

“Chief Engineer” -- the employee of the Commission designated its “Chief Engineer” or any successor title.

“Code” -- the Internal Revenue Code of 1986, as amended, and the regulations proposed or in effect with respect thereto.

“Commonwealth” -- the Commonwealth of Pennsylvania.

“Commission Official” -- any commissioner, director, officer or employee of the Commission authorized to perform specific acts or duties by resolution duly adopted by the Commission.

“Consultant” -- 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.

“Consulting Engineers” -- the engineer or engineering firm or corporation at the time employed by the Commission under the Senior Indenture.

“Cost” -- all or any part of: (a) the cost of construction, reconstruction, restoration, repair and rehabilitation of a Project or portion thereof (including, but not limited to, indemnity and surety bonds, permits, taxes or other municipal or governmental charges lawfully levied or assessed during construction); (b) the cost of acquisition of all real or personal property, rights, rights-of-way, franchises, easements and interests acquired or used for such Project or portion thereof; (c) the cost of demolishing or removing any structures on land so acquired, including the cost of acquiring any land to which the structures may be removed; (d) any cost of borings and other preliminary investigations necessary or incident to determining the feasibility or practicability of constructing such Project and any cost necessary or desirable to satisfy conditions associated with the issuance of any permit for the construction thereof (including the costs of environmental mitigation required in connection therewith); (e) the cost of all machinery and equipment, vehicles, materials and rolling stock; (f) Issuance Costs; (g) interest on Bonds and on any Reimbursement Obligation for the period prior to, during and for a period of up to one year after completion of construction as determined by the Commission, provisions for working capital, reserves for principal and interest and for extensions, enlargements, additions, replacements, renovations and improvements; (h) the cost of architectural, engineering, environmental feasibility, financial and legal services; (i) plans, specifications, estimates and administrative and other expenses which are necessary or incidental to the determination of the feasibility of constructing such Project or portion thereof or incidental to the obtaining of construction contracts or to the construction (including construction administration and inspection), acquisition or financing thereof and which constitute capital costs; (j) Current Expenses, provided that, if applicable, the Trustee has received an opinion of Bond Counsel (which opinion may address either specific Current Expenses or categories of Current Expenses) to the effect that the treatment of such Current Expenses as a Cost will not adversely affect the exclusion of interest on the Bonds from gross income for federal income tax purposes; (k) the repayment of any loan or advance for any of the foregoing; and (l) with respect to the use of Bond proceeds, such other costs and expenses as are permitted by the Enabling Acts at the time such Bonds are issued.

“Counsel” -- an attorney or law firm (who may be counsel for the Commission) not unsatisfactory to the Trustee.

“Credit Facility” -- 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 Bonds pursuant to the provisions of a Supplemental Indenture under which such 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 Bonds directly rather than through a financial or insurance institution.

“Current Expenses” -- 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 Trustee and of the Paying Agents, Policy Costs, legal expenses and any other expenses required to be paid by the Commission as shown in the Annual Operating Budget for the System.

“Debt Service Fund” -- the fund created by the Senior Indenture and described under “The Senior Indenture—Debt Service Fund” in this Appendix C.

“Debt Service Reserve Fund” -- the fund created by the Senior Indenture and described under “The Senior Indenture—Debt Service Reserve Fund” in this Appendix C.

“Debt Service Reserve Fund Bonds” -- shall mean the Long-Term Indebtedness specified by the Commission that is secured by the Debt Service Reserve Fund as described under “The Senior Indenture—Debt Service Reserve Fund” in this Appendix C.

“Debt Service Reserve Requirement” -- the amount equal to the Maximum Annual Debt Service on account of all the Debt Service Reserve Fund Bonds.

“Defeasance Securities” -- Cash, Government Obligations, Government Obligations which have been stripped by the U.S. Treasury and CATS, TIGRS and similar securities, Resolution Funding Corp. strips which have been stripped by the Federal Reserve Bank of New York, pre-refunded obligations of a state or municipality rated in the highest rating category by the Rating Agency, and Obligations issued by the following agencies which are backed by the full faith and credit of the U.S.: Farmers Home Administration (Certificates of beneficial ownership), Federal Financing Bank, General Services Administration (Participation certificates), U.S. Maritime Administration (Guaranteed Title XI financing), U.S. Department of Housing and Urban Development (Project Notes, Local Authority Bonds and New Communities Debentures - U.S. government guaranteed debentures) and U.S. Public Housing Notes and Bonds (U.S. government guaranteed public housing notes and bonds).

“Depository” -- a bank or trust company designated as such by the Commission to receive moneys under the provisions of the Senior Indenture and approved by the Trustee, and shall include the Trustee.

“DSRF Security” -- shall have the meaning set forth under “The Senior Indenture—Debt Service Reserve Fund” in this Appendix C.

“DTC” -- The Depository Trust Company, New York, New York.

“Event of Bankruptcy” -- 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.

“Event of Default” -- those events specified under “The Senior Indenture—Events of Default” in this Appendix C and such other events specified in any Supplemental Indenture.

“Financial Consultant” -- 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 of the Senior Indenture and who is retained by the Commission as a Financial Consultant for the purposes of the Senior Indenture.

“Fiscal Year” -- the period commencing on the first day of June and ending on the last day of May of the following year.

“Fitch” – 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.

“General Reserve Fund” -- the fund created by the Senior Indenture and described under “The Senior Indenture—General Reserve Fund” in this Appendix C.

“Government Obligations” – (a) direct obligations of, or obligations the principal of and interest on which are unconditionally guaranteed as to full and timely payment by, the United States of America, (b) obligations issued by a Person controlled or supervised by and acting as an instrumentality of the United States of America, the payment of the principal of and interest on which is fully and unconditionally guaranteed as a full faith and credit obligation of the United States of America (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 United States of America), (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 United States of America 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 Service in its highest rating category.

“Historical Debt Service Coverage Ratio” -- 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” -- for any period of time, the ratio determined by dividing Net Revenues for such period by the Maximum Annual Debt Service for all Applicable Long-Term Indebtedness then Outstanding and the Applicable Long-Term Indebtedness proposed to be issued pursuant to the Senior Indenture pursuant to the provisions described under the section in the forepart of this Official Statement captioned “SECURITY FOR THE 2014 BONDS – Additional Bonds Test.”

“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” -- any obligation or debt incurred for money borrowed.

“Interest Payment Date” – for the 2014 Bonds is described in the forepart of this Official Statement. If the Interest Payment Date is not a Business Day then the Interest Payment Date shall be the Business Day next succeeding the date specified above.

“Issuance Cost” -- costs incurred by or on behalf of the Commission in connection with the issuance of Additional 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 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 and Underwriter's counsel relating to the issuance of the Bonds, the initial or acceptance fee of the Trustee, and all other fees, charges and expenses incurred in connection with the issuance of the Bonds and the preparation of the Senior Indenture.

“Letter of Representations” -- 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” -- all Indebtedness, which is not (a) Short-Term Indebtedness or (b) Subordinated Indebtedness.

“Maximum Annual Debt Service” -- at any point in time the maximum amount of Annual Debt Service on all Applicable Long-Term Indebtedness, as required by the context (e.g., whether relating to all such Applicable Long-Term Indebtedness or only specified Applicable Long-Term Indebtedness) paid or payable in the then current or any future Fiscal Year.

“Moody's” -- Moody's Investors Service, 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.

“Net Revenues” -- the amount by which total Revenues exceed Current Expenses for any particular period.

“Other Revenues” -- any funds received or payable to the Commission, other than Revenues, which the Commission chooses to include as security for Parity Obligations and/or Subordinated Indebtedness pursuant to a Supplemental Indenture.

“Original Senior Indenture” -- the Indenture of Trust dated as of July 1, 1986 between the Commission and the Trustee.

“Outstanding” or “outstanding” in connection with Bonds -- all Bonds which have been authenticated and delivered under the Senior Indenture, except: (a) Bonds theretofore cancelled or delivered to the Trustee for cancellation under the Senior Indenture; (b) Bonds which are deemed to be no longer Outstanding in accordance with the provisions described under “The Senior Indenture—Defeasance” in this Appendix C; and (c) Bonds in substitution for which other Bonds have been authenticated and delivered pursuant to the Senior Indenture. In determining whether the owners of a requisite aggregate principal amount of Bonds Outstanding have concurred in any request, demand, authorization, direction, notice, consent or waiver under the provisions of the Senior Indenture, Bonds which are held by or on behalf of the Commission (unless all of the Outstanding Bonds are then owned by the Commission) shall be disregarded for the purpose of any such determination.

“Parity Obligations” -- includes Bonds and other obligations of the Commission owed to Secured Owners and excludes Subordinated Indebtedness.

“Parity Swap Agreement” -- shall have the meaning set forth under the heading “The Senior Indenture--Approved and Parity Swap Obligations” in this Appendix C.

“Parity Swap Agreement Counterparty” -- the counterparty to a Parity Swap Agreement with the Commission or with the Trustee.

“Paying Agent” -- with respect to any series of 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 initially shall be the Trustee.

“Permitted Investments” -- (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 (g) 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 comparable 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 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), (e), (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, whose shares are registered under the Securities Act of 1933, 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, Moody's and Fitch 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 ("Repurchasers"), 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; and (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 such Bonds.

"Person" -- an individual, public body, a corporation, a partnership, an association, a joint stock company, a trust and any unincorporated organization.

"Policy Costs" -- a periodic fee or charge required to be paid to maintain a DSRF Security.

"Principal Office" means, with respect to any entity performing functions under any Bond Document, the principal office of that entity or its affiliate at which those functions are performed.

"Prior Senior Indenture" -- the Original Senior Indenture as supplemented and amended.

"Project" -- any improvements to the System or refundings which are authorized by the Enabling Acts or which may be hereafter authorized by law.

"Projected Annual Debt Service" -- for any future period of time, shall equal the amount of Maximum Annual Debt Service on all Applicable Long-Term Indebtedness then Outstanding and on any Applicable Long-Term Indebtedness proposed to be issued.

"Projected Debt Service Coverage Ratio" -- 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” -- 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.

“Purchase Price” -- shall mean the purchase price payment described in paragraph (a) of the definition of Tender Indebtedness.

“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” -- 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 C.

“Rating Agency” -- Fitch, Moody's or S&P or such other nationally recognized securities rating agency as may be so designated in writing to the Trustee by a Commission Official.

“Rating Category” -- each major rating classification established by the Rating Agency, determined without regard to gradations such as “1,” “2” and “3” or “plus” and “minus.”

“Rebate Fund” -- the fund created by the Senior Indenture and described under “The Senior Indenture—Rebate Fund” in this Appendix C.

“Rebate Regulations” -- the Treasury Regulations issued under Section 148(f) of the Code.

“Record Date” -- for the 2014 Bonds is described in the forepart of this Official Statement.

“Reimbursement Agreement” -- 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 Bonds of one or more series and the Commission agrees to reimburse such Bank or Banks for any drawings made thereunder.

“Reimbursement Obligation” -- 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.

“Reserve Maintenance Fund” -- the fund created by the Senior Indenture and described under “The Senior Indenture—Reserve Maintenance Fund” in this Appendix C.

“Reserve Maintenance Fund Requirement” -- the amount to be deposited to the credit of the Reserve Maintenance Fund from the Revenues of the Commission pursuant to the provisions described under “The Senior Indenture—Reserve Maintenance Fund” in this Appendix C.

“Revenue Fund” -- the fund created by the Senior Indenture and described under “The Senior Indenture—Revenue Fund; Agreements with Other Turnpikes” in this Appendix C.

“Revenues” -- (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 Trust Estate pursuant to a Supplemental 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 Revenue Fund pursuant to the Senior Indenture. As more fully provided by the provisions described below under “The Senior Indenture—Revenue Fund; Agreements with Other Turnpikes,” 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.

“S&P” -- Standard & Poor’s, a division of McGraw-Hill, 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” -- each Person who is a Bondholder of any Bonds, each Parity Swap Agreement Counterparty providing a Parity Swap Agreement, each Bank providing a Credit Facility and each Bond Insurer providing a bond insurance policy with respect to a Parity Obligation.

“Securities Depository” -- a Person that is registered as a clearing agency under Section 17A of the Securities Exchange Act of 1934 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.

“Series” -- one or more Bonds issued at the same time, or sharing some other common term or characteristic, and designated as a separate series of Bonds.

“Series Issue Date” means, with respect to the 2014 Bonds, the date of original issuance and delivery of the 2014 Bonds.

“Short-Term Indebtedness” -- all Indebtedness which matures in less than 365 days and is designated as Short-Term Indebtedness pursuant to the provisions described under “The Senior Indenture—Limitation on Issuance of Additional Bonds and Execution of Swap Agreements” in this Appendix C. 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” -- for the 2014 Bonds is described below under The Senior Indenture – Defaulted Interest.

“Subordinated Indebtedness” -- Indebtedness incurred pursuant to paragraph (c) of the section in the forepart of this Official Statement captioned “SECURITY FOR THE 2014 BONDS – Additional Bonds Test”.

“Supplemental Indenture” -- any Supplemental Indenture to (a) the Senior Indenture, now or hereafter duly authorized and entered into in accordance with the provisions of the Senior Indenture or (b) the Prior Senior Indenture, including any Supplemental Indenture pursuant to which (and only for so long as) Bonds are outstanding thereunder.

“Swap Agreement” -- shall have the meaning set forth under the heading “The Senior Indenture--Approved and Parity Swap Obligations” in this Appendix C.

“System” -- is described in the forepart of this Official Statement under “PENNSYLVANIA TURNPIKE SYSTEM.”

“Tender Indebtedness” -- any Indebtedness or portion thereof: (a) the terms of which include (i) 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 (ii) 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 (i) one of the two highest long-term Rating Categories by the Rating Agency or (ii) the highest short-term, note or commercial paper Rating Category by the Rating Agency.

“Tolls” -- 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.

“Trust Estate” -- (i) all Revenues, (ii) all monies deposited into accounts or funds created by the Senior Indenture and held by or on behalf of the Trustee (other than the 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 Parity Swap Agreements, and (v) all investment earnings on all moneys held in accounts and funds established by the Senior Indenture, other than the Rebate Fund.

“Trustee” -- the Trustee at the time in question, whether the initial Trustee or a successor.

“U.S.” -- United States of America.

“Variable Rate Indebtedness” -- 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, (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.

THE SENIOR INDENTURE

LIMITED OBLIGATIONS

The Bonds shall be limited obligations of the Commission, payable solely from the Trust Estate. The Bonds shall constitute a valid claim of the respective owners thereof against the Trust Estate, which is pledged to secure the payment of the principal of, redemption premium, if any, and interest on the Bonds, and which shall be utilized for no other purpose, except as expressly authorized in the Senior Indenture. The Bonds shall not constitute general obligations of the Commission and under no circumstances shall the 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 under the Senior Indenture as security for the payment of the Bonds.

ADDITIONAL BONDS

The Commission agrees in the Senior Indenture that it will not issue or incur any other Indebtedness having a parity lien on the Trust Estate except for Additional Bonds issued pursuant to the provisions described below and other Parity Obligations. Additional Bonds may be issued and the Trustee shall authenticate and deliver such Additional 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 Bonds, and (2) the issuance, sale, execution and delivery of the Additional 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 Bonds is permitted under the Senior Indenture, (2) each of the Supplemental Indenture and the Additional 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 paragraph below, interest on the Additional 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 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 Senior Indenture and evidence satisfactory to the Trustee that, upon issuance of the Additional Bonds, amounts will be deposited in the Funds under the Senior Indenture adequate for the necessary balances therein after issuance of the Additional Bonds (including an amount sufficient to satisfy the Debt Service Reserve Requirement if the Additional Bonds constitute Debt Service Reserve Fund Bonds);

(f) A certificate of the Commission, signed by a Commission Official, identifying the Additional Bonds as Short-Term Indebtedness, Long-Term Indebtedness or Subordinated Indebtedness and demonstrating with reasonable detail that the applicable Senior Indenture provisions described in the section in the forepart of this Official Statement captioned "SECURITY FOR THE 2014 BONDS – Additional Bonds Test" have been met for the issuance of such Additional Bonds; and

(g) Such further documents, moneys and securities as are required by the provisions of the Supplemental Indenture.

Anything in the Senior Indenture to the contrary notwithstanding, Additional Bonds may bear interest which is included in gross income for federal income tax purposes under the Code, in which event provisions in the Senior Indenture requiring or referencing the exclusion of interest on Bonds of gross income for federal income tax purposes may be ignored or modified, as appropriate, as set forth in an opinion of Bond Counsel.

DEFAULTED INTEREST

Defaulted Interest (as defined in the forepart of this Official Statement) with respect to any 2014B Bond shall cease to be payable to the Owner of such 2014B Bond on the relevant Record Date and shall be payable to the Owner in whose name such 2014B Bond is registered at the close of business on the Special Record Date for the payment of such Defaulted Interest, which Special Record Date shall be fixed in the following manner: the Commission shall notify the Trustee in writing of the amount of Defaulted Interest proposed to be paid on each 2014B 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 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 2014 Bonds entitled to such Defaulted Interest. Following receipt of such notice the Trustee shall fix a Special Record Date for the payment of such Defaulted Interest which shall be not more than 15 nor less than 10 days prior to the date of the proposed payment and not less than 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 2014B Bond entitled to such notice at the address of such owner as it appears on the Bond Register not less than 10 days prior to such Special Record Date.

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 Senior 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 Bonds for federal income tax purposes; provided that if the Swap Agreement relates to Bonds being issued and the Swap Agreement is entered into prior to the issuance of such Bonds, the portion of the opinion of Bond Counsel referring to tax-exempt status of the Bonds need not be delivered until such Bonds are issued;
- (d) A certificate of the Commission, signed by a Commission Official, that the Commission is not under default under the Senior 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 Bonds by the Rating Agency;
- (f) Evidence that the provisions with respect to Approved Swap Agreements described in the section in the forepart of this Official Statement captioned “SECURITY FOR THE 2014 Bonds – Additional Bonds Test” have been met; 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 its obligations thereunder be on parity with all Bonds and 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 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 Senior Indenture provides that 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 Bonds by meeting the requirements set forth in the section in the forepart of this Official Statement captioned "SECURITY FOR THE 2014 BONDS – Additional Bonds Test" (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).

REDEMPTION OF BONDS

The Bonds of any Series issued under the provisions of the Senior Indenture shall be subject to redemption, in whole or in part, and at such times and prices as may be provided in the Supplemental Indenture pursuant to which such Bonds are issued. The provisions for redemption of the 2014 Bonds are described in the forepart of this Official Statement under "DESCRIPTION OF THE 2014 BONDS -- Redemption of 2014 Bonds."

NOTICE OF REDEMPTION

The provisions for notice of redemption for the 2014 Bonds are further described in the forepart of this Official Statement under "DESCRIPTION OF THE 2014 BONDS -- Redemption of 2014 Bonds."

On or before the date fixed for redemption, subject to the provisions described above, moneys shall be deposited with the Trustee to pay the principal of, redemption premium, if any, and interest accrued to the redemption date on the Bonds called for redemption. Upon the deposit of such moneys, unless the Commission has given notice of rescission as described herein, the Bonds shall cease to bear interest on the redemption date and shall no longer be entitled to the benefits of the Senior Indenture (other than for payment and transfer and exchange) and shall no longer be considered Outstanding.

CONSTRUCTION FUND

The Senior Indenture creates a special fund known as the "Construction Fund", which shall be held in trust by the Trustee. Money shall be deposited to the Construction Fund pursuant to the provisions of the Senior Indenture and from any other sources identified by the Commission. Payment of the costs of the construction portion of any Project shall be made from the Construction Fund. A special account shall be created and identified for each such construction project, although funds, at the written direction of the Commission, may be transferred from one such account in the Construction Fund to another account in such Fund. Moneys in the Construction Fund may be disbursed by the Trustee to the Commission upon the filing by the Commission of a requisition, signed by the Chief Engineer (or his designee) and a Commission Official meeting the requirements of the Senior Indenture.

If at any time a Commission Official shall file with the Trustee a certificate stating that the cost of a Project has been finally determined and that the funds remaining in the account established for such Project exceed the remaining costs of the Project, then an amount equal to such excess shall be transferred to such fund or account as directed in the certificate, provided the same is accompanied by an opinion of Bond Counsel to the effect that such transfer and/or application will not adversely effect the tax-exempt status of the interest of the applicable Bonds.

RATE COVENANT

The Senior Indenture contains the Rate Covenant which is described in the section in the forepart of this Official Statement captioned “SECURITY FOR THE 2014 BONDS—Rate Covenant.”

COVENANTS AS TO TOLLS

The Commission covenants with respect to Tolls as described in the section in the forepart of this Official Statement captioned “SECURITY FOR THE 2014 BONDS—Rate Covenant.”

COVENANTS OF THE COMMISSION

In addition to the Rate Covenant and covenants as to Tolls described above, in the Senior Indenture the Commission also makes various other covenants, including the following covenants:

Payment of Principal, Interest and Premium. The Commission covenants in the Senior Indenture that it will promptly pay the principal of, premium, if any, and the interest on every Bond issued under the provisions of the Senior Indenture at the places, on the dates and in the manner provided in the Senior Indenture and in said Bonds. Except as otherwise provided in the Senior Indenture, the principal, interest and premium are payable solely from Revenues, which Revenues are pledged pursuant to the Senior Indenture to the payment thereof in the manner and to the extent provided in the Senior 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 Bonds.

Annual Operating Budget; Capital Budget. The Commission covenants in the Senior Indenture that on or before the 31st day of May (or such other date as is consistent with the Commission’s policies then in effect) in each Fiscal Year it will adopt a budget for the ensuing Fiscal Year (the “Annual Operating Budget”). Copies of each Annual Operating Budget shall be provided to the Trustee. Prior to adopting the Operating Budget, the Commission shall provide a draft of such budget to the Consulting Engineer sufficiently in advance of the adoption of such Annual Operating Budget in order for the Consulting Engineer to provide comments before such adoption. The Commission further covenants in the Senior Indenture that it will prepare each such Annual Operating Budget on the basis of monthly requirements, so that it will be possible to determine the Current Expenses for each month during the Fiscal Year.

If for any reason the Commission shall not have adopted the Annual Operating Budget before the first day of any Fiscal Year, the budget for the preceding Fiscal Year, shall, until the adoption of the Annual Operating Budget, be deemed to be in force and shall be treated as the Annual Operating Budget.

The Commission may adopt an amended or supplemental Annual Operating Budget at any time for the remainder of the then current Fiscal Year. Copies of any such amended or supplemental Annual Operating Budget shall be provided to the Trustee.

The Commission further covenants in the Senior Indenture that it will adopt a capital budget (the “Annual Capital Budget”) on or before May 31st of each Fiscal Year. The Annual Capital Budget will detail the Commission's planned capital expenditures over a period of up to 10 years and the portion of capital expenditures expected to be funded from the Reserve Maintenance Fund. The Annual Capital Budget shall include the expected beginning balance in the Reserve Maintenance Fund, the amounts to be transferred by the Trustee to the Reserve Maintenance Fund from the General Reserve Fund, the amount of bond proceeds expected to become available during the Fiscal Year, the amounts expected to be transferred monthly by the Trustee from the Revenue Fund, and the desired year-end balance in the Reserve Maintenance Fund. Prior to adopting the Annual Capital Budget, the Commission shall provide a draft of the capital budget to the Consulting Engineer a sufficient time in

advance of the Commission's adoption of the Annual Capital Budget in order for the Consulting Engineer to provide comments before the date of such adoption. The Commission may adopt amendments or supplements to the Annual Capital Budget at any time. Copies of the Annual Capital Budget shall be made available to the Trustee.

Limitations on Issuance of Additional Bonds and Execution of Approved Swaps. The Commission has covenanted in the Senior Indenture with respect to issuance of Additional Bonds and execution of Approved Swap Agreements as described in the section in the forepart of this Official Statement captioned "SECURITY FOR THE 2014 BONDS— Additional Bonds Test."

Use and Operation of System. The Commission covenants in the Senior Indenture that (a) it will maintain and operate the System in an efficient and economical manner, (b) it will maintain the System in good repair and will make all necessary repairs, renewals and replacements, to the extent funds are available therefor under the Senior Indenture, and (c) it will comply with laws and all rules, regulations, orders and directions of any legislative, executive, administrative or judicial body applicable to such System, subject to the right of the Commission to contest the same in good faith and by appropriate legal proceedings.

Inspection of the System. The Commission shall make arrangements for the System to be inspected at least once every three years by engaging one or more Consultants to conduct the actual inspections and to prepare a report. Such report shall state (a) whether the System has been maintained in good repair, working order and condition since the last inspection report pursuant to this Section and (b) any recommendations which such Consultants may have as to revisions or additions to the Commission's Annual Capital Budget. Copies of such reports shall be filed with the Trustee.

Construction of Projects. The Commission covenants in the Senior Indenture that it will proceed with diligence to construct any Projects in conformity with law and all requirements of all governmental authorities having jurisdiction thereover. Before entering into any construction contract it will secure the approval of the plans and specifications for such contract by a certified engineer or architect, who may be an employee of the Commission, and that it will require each Person, firm or corporation with whom it may contract in connection with the construction of any Project to furnish (1) a performance bond for 100% of the contract amount, and (2) a payment bond for 100% of the contract amount. Each of such bonds shall be executed by one or more responsible surety companies authorized to do business in the Commonwealth. Any proceeds received from such bonds first shall be applied toward the completion of the applicable Project and second shall be deposited in the General Reserve Fund. Construction contracts for labor and/or materials also shall provide that payments thereunder shall not be made by the Commission in excess of 95% of current estimates except that (i) once the work is at least 50% complete, (ii) where waiver of retainage is necessary in the opinion of the Chief Engineer, based on the advice of the Chief Counsel, to comply with or facilitate compliance with state or federal law in order to receive state or federal funds, such retainage may be reduced by the Chief Engineer or another Commission Official to the extent such officer deems such reduction to be necessary or appropriate.

The Commission shall involve the Consulting Engineer or another Consultant to assist in quality assurance matters in connection with design and/or construction of any Project or portion thereof to the extent the Commission determines necessary or appropriate. For purposes of this subsection, "quality assurance" shall be defined to mean those activities, from inception to completion of a Project, which are necessary to ensure that the processes are in place to produce a quality product.

Employment of Consulting Engineers. The Commission covenants in the Senior Indenture to employ an independent engineer or engineering firm or corporation having a national reputation for skill and experience in such work to perform any functions of the Consulting Engineer under the Senior Indenture.

Insurance. The Commission covenants in the Senior Indenture that it will keep the System and its use and operation thereof insured (including through self-insurance) at all times in such amounts, subject to such exceptions and deductibles and against such risks, as are customary for similar organizations. All insurance policies shall be carried with a responsible insurance company or companies authorized to do business in the Commonwealth or shall be provided under a self-insurance program; any self-insurance program shall be actuarially sound in the written opinion of an accredited actuary, which opinion shall be filed with the Trustee at least annually. At any time and from time to time, the Commission may elect to terminate self-insurance of a given type. Upon making such election, the Commission shall, to the extent then deemed necessary by a Consultant, obtain and maintain comparable commercial insurance.

On July 1, 2003 and every three years thereafter (except with respect to self-insurance, which shall be annually), the Commission shall cause a Consultant to certify to the Trustee that (a) it has reviewed the adequacy of the Commission's insurance, listing the types and amounts of insurance, and (b) it finds such coverage to be reasonable and customary for similar organizations. If the Consultant concludes that coverage other than that which is currently carried by the Commission should be carried, the Commission shall obtain such insurance coverage unless it determines in good faith that it is unreasonable or uneconomical to obtain such coverage and certifies the same in writing to the Trustee.

All insurance policies maintained by the Commission shall be available at reasonable times for inspection by the Trustee, its agents and representatives.

The Commission covenants that it will take such actions as it deems necessary to demand, collect and sue for any proceeds that may become due and payable to it under any policy

Damage or Destruction. Immediately after any damage to or destruction of any part of the System which materially adversely affects the Revenues of the Commission, the Commission will promptly take action to repair, reconstruct or replace the damaged or destroyed property or to otherwise ameliorate the adverse impact on Revenues.

Annual Audit. 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.

Encumbrance of Revenues; Sale, Lease or Other Disposition of Property. The Commission covenants in the Senior Indenture that so long as any Bonds are Outstanding under the Senior Indenture:

(a) (1) It will not create or suffer to be created any lien or charge upon any Revenues, except the lien and charge of the Bonds secured by the Senior Indenture and any Subordinated Indebtedness permitted pursuant to the provisions of the Senior Indenture; and (2) from such Revenues or other funds available under the Senior Indenture, it will pay or cause to be discharged, or will make adequate provision to pay or discharge, within ninety (90) days after the same shall accrue, all lawful claims and demands for labor, materials or supplies which, if unpaid, might by law become a lien upon any Revenues; provided, however, that the Commission shall not be required to pay or discharge, or make provision for such payment or discharge of, any such lien or charge so long as the validity thereof shall be contested in good faith and by appropriate legal proceedings.

(b) The Commission will not sell or otherwise dispose of any real estate or personal property comprising a portion of the System unless the Commission determines (1) such property (i) has become obsolete or worn out or is reasonably expected to become so within one year after the date of such disposition, (ii) is no longer used or useful in the operation of the System or in the generation of Revenues or (iii) is to be or has been replaced by other property or (2) by resolution that such action will not materially adversely affect the Net Revenues of the Commission. The Commission shall have the discretion to deposit the proceeds of such sale or

disposition in a fund or account held under the Senior Indenture or a Commission account held outside the Senior Indenture, as it deems appropriate. In the event the Commission did not meet the Rate Covenant during the preceding Fiscal Year, however, the Commission shall notify the Trustee of the sale or disposition of any property which generated Net Revenues in excess of one percent of the Commission's Net Revenues during the prior Fiscal Year and all proceeds from such sale or disposition shall be deposited in the Revenue Fund.

(c) The Commission will not lease any real estate or personal property comprising a portion of the System unless the Commission determines by resolution that such action will not materially adversely affect the Net Revenues of the Commission. The rental and other proceeds from any lease shall not be required to be deposited in the Revenue Fund unless the effect of such lease is to reduce Tolls.

Without intending to limit the foregoing, the Commission also may enter into contracts or other forms of agreement for the use of any real estate comprising a portion of the System including, but not limited to, rights of way for telephone, telegraph, optic fiber and other forms of communication, electric, gas transmission and other lines or facilities for utilities, and other uses which do not materially adversely affect the operation of the System and the payments received in connection with the same shall be deposited in such accounts (which may be outside the Senior Indenture) as the Commission shall determine.

CREATION OF FUNDS

In addition to the Construction Fund and any other funds created by Supplemental Indentures, the Senior Indenture creates the following funds: Operating Account; Revenue Fund; Debt Service Fund; Debt Service Reserve Fund; Reserve Maintenance Fund; General Reserve Fund; and Rebate Fund. Amounts deposited therein shall be held in trust by the Trustee until applied as directed in the Senior Indenture.

REVENUE FUND; AGREEMENTS WITH OTHER TURNPIKES

The Commission covenants in the Senior Indenture that all Revenues will be deposited daily, as far as practicable, with the Trustee or in the name of the Trustee with a Depository or Depositories, to the credit of the Revenue Fund.

The Senior Indenture provides that, to the extent authorized by law, the Commission may enter into agreements with any commission, authority or other similar legal body operating a turnpike, whether or not connected to the System, (1) with respect to the establishment of combined schedules of Tolls and/or (2) for the collection and application of Tolls charged for trips over all or a portion of both turnpikes combined, which on the basis of the Revenues to be received by any such agreement will result in the receipt by the Commission of its allocable portion of such Tolls (less fees and expenses associated with such arrangement). To the extent now or hereafter authorized by law, the Commission also may enter into agreements with other Persons with respect to the collection of Tolls or advances or prepayment of Tolls charged for trips over all or a portion of the System, which on the basis of the Revenues to be received by any such agreement will result in the receipt by the Commission of the appropriate Tolls for such trips. Unless approved by a Consultant, no agreement establishing a combined schedule of Tolls shall restrict the ability of the Commission to implement an increase in its Tolls at least annually.

Amounts received by the Commission from such other commission, authority or other similar legal body or Person, in accordance with such agreements, shall be deposited in the Revenue Fund when they constitute Revenues. Such amounts may be held with a Depository or Depositories until they constitute Revenues. Amounts received by the Commission and deposited in the Revenue Fund which are payable by the Commission to such other commission, authority or other similar legal body or Person, in accordance with any such agreements, shall be withdrawn by the Trustee from the Revenue Fund upon delivery to the Trustee of a certificate of a Commission

Official that such withdrawal is required pursuant to the terms of an agreement entered into pursuant to this Section and shall be paid by the Trustee in accordance with directions contained in such certificate.

Except as otherwise provided in the provisions described above, transfers from the Revenue Fund shall be made to the following funds and in the following order of priority: (1) Rebate Fund; (2) Operating Account; (3) Debt Service Fund; (4) Reserve Maintenance Fund; (5) Debt Service Reserve Fund; and (6) General Reserve Fund (after retaining such funds in the Revenue Fund as are identified in the certificate described below under “General Reserve Fund”).

OPERATING ACCOUNT

The Senior Indenture provides that the Commission shall establish an account known as the “Operating Account” which is described in the section in the forepart of this Official Statement captioned “SECURITY FOR THE 2014 BONDS--Operating Account.”

DEBT SERVICE FUND

The Senior Indenture creates two separate accounts in the Debt Service Fund to be known as the “Interest Account” and the “Principal Account.”

The Trustee and the Commission may create such additional accounts in the Debt Service Fund pursuant to a Supplemental Indenture 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 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 Bonds shall be used to repay the provider of the Credit Facility for such payments), and (b) an account into which payments to 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 Trustee shall make deposits into the Debt Service Fund as described in the section in the forepart of this Official Statement captioned “SECURITY FOR THE 2014 BONDS--Debt Service Fund.”

The moneys in the Interest and Principal Accounts shall be held by the Trustee in trust for the benefit of the 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 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 Trustee sufficient money for paying the interest on and the principal of and premium on the 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 Supplemental Indenture.

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 following funds or accounts and transfer the same to the Debt Service Fund in the following order: the Debt Service Reserve Fund, the General Reserve Fund, and the 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.

RESERVE MAINTENANCE FUND

In each Fiscal Year, after first having made the deposits to the Revenue Fund, Operating Account and Debt Service Fund provided by the provisions described above, the Trustee shall transfer from the Revenue Fund on or before the last Business Day of each month to the credit of the Reserve Maintenance Fund the amount shown in the Annual Capital Budget for the ensuing month. The provisions regarding the Reserve Maintenance Fund are further described in the section in the forepart of this Official Statement captioned “SECURITY FOR THE 2014 BONDS—Reserve Maintenance Fund.”

DEBT SERVICE RESERVE FUND

The Senior Indenture establishes a Debt Service Reserve Fund and provides that a special account within the Debt Service Reserve Fund may be created with respect to each series of Debt Service Reserve Fund Bonds issued under the Senior Indenture and any Supplemental Indenture.

In each Fiscal Year, after first having made the deposits to the Operating Account, Debt Service Fund and Reserve Maintenance Fund described above, the Trustee shall transfer from the Revenue 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, as implied by the Rate Covenant, is intended to occur within eighteen (18) months; and (b) the amount set forth in a Supplemental Indenture if an amount different from the Debt Service Reserve Requirement is required.

To the extent accounts are created in the Debt Service Reserve Fund for 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 Debt Service Reserve Fund Bonds.

Moneys held in the Debt Service Reserve Fund shall be used for the purpose of paying interest on, maturing principal 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 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 Debt Service Reserve Fund to restore a deficiency in the Debt Service Fund arising with respect to Debt Service Reserve Fund Bonds, the amount of such deficiency shall be allocated pro rata among such Bonds except to the extent provided in the last sentence of the next paragraph.

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 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 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 interest on any 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 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 Debt Service Reserve Fund in lieu of replacing such DSRF Security with another.

GENERAL RESERVE FUND

After first having made the deposits to the Operating Account, Debt Service Fund, Reserve Maintenance Fund and Debt Service Reserve Fund described above, the Trustee shall transfer from the Revenue Fund on or before the last Business Day of each year (or more frequently if the Commission determines that excess funds are on deposit in the Revenue Fund) 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 Debt Service Fund. The provisions regarding the General Reserve Fund are further described in the section in the forepart of this Official Statement captioned “SECURITY FOR THE 2014 BONDS—General Reserve Fund.”

REBATE FUND

The Senior Indenture authorizes the creation of a Rebate Fund. The Commission covenants in the Senior Indenture to calculate and to pay directly to the government of the United States of America all amounts due for payment of “arbitrage rebate” under Section 148(f) of the Code with respect to any 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 Senior Indenture for any or all Series of 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 United States of America 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 General Reserve Fund.

ADDITIONAL SECURITY; PARITY WITH OTHER PARITY OBLIGATIONS

Except as otherwise provided or permitted in the Senior Indenture, the Trust Estate securing all Bonds issued under the terms of the Senior Indenture shall be shared on a parity with other Parity Obligations on an equal and ratable basis. 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 Bonds for federal income tax purposes will not be adversely affected thereby. Moreover, the Commission may provide in a Supplemental Indenture that Bonds issued thereunder are not secured, or are secured only in part or only under certain circumstances, by the Trust Estate.

DEPOSITARIES; INVESTMENT OF MONEYS

Except as otherwise provided in the Senior Indenture, all moneys received by the Commission under the provisions of the Senior Indenture shall be deposited with the Trustee or with one or more Depositaries. All moneys deposited under the provisions of the Senior Indenture with the Trustee or any other Depository shall be held in trust, credited to the particular fund or account to which such moneys belong and applied only in accordance with the provisions of the Senior Indenture. No moneys shall be deposited with any Depository, other than the Trustee, in an amount exceeding fifty per centum (50%) of the amount which an officer of such Depository shall certify to the Commission as the combined capital and surplus of such Depository. All moneys deposited with the Trustee or any other Depository under the Senior Indenture shall, to the extent not insured, be secured in the manner required or permitted by applicable law.

Moneys held in any of the funds or accounts under the Senior Indenture may be retained uninvested, if deemed necessary by the Commission, as trust funds and secured as provided above or may be invested in Permitted Investments. All investments made pursuant to the Senior Indenture shall be subject to withdrawal or shall 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 Senior 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 to the extent otherwise provided in the applicable Supplemental Indenture.

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 Senior 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 held under the Senior Indenture shall be valued by the Trustee at least once annually within thirty days after the end of each Fiscal Year.

EVENTS OF DEFAULT

Each of the following is an "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 Bond when the same becomes due and payable;
- (b) Default in the payment by the Commission of any other 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 Indenture; or
- (e) (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.

No default under paragraph (c) above under “Events of Default” shall constitute an Event of Default 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 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.

REMEDIES UPON DEFAULT

If an Event of Default occurs and is continuing, the Trustee may, and upon the written request to the Trustee by the holder or holders of not less than a majority in aggregate principal amount of the Bonds then Outstanding shall, subject to the requirement that the Trustee be provided with indemnity satisfactory to it, by written notice to the Commission, declare the principal and interest on of the 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 Trustee may, or the holders of not less than a majority in aggregate principal amount of the Bonds then Outstanding, may by written notice to the Commission and the Trustee, and subject to the provision to the Trustee of satisfactory indemnity, direct the Trustee to rescind and annul such declaration and its consequences if: (1) there has been paid to or deposited with the Trustee by or for the account of the Commission, or provision satisfactory to the Trustee has been made for the payment of a sum sufficient to pay: (i) all overdue installments of interest on the Bonds; (ii) the principal of and redemption premium, if any, on any Bonds which have become due other than by such declaration of acceleration and interest thereon; (iii) all amounts due on other 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 Trustee under the Senior Indenture, together with the reasonable compensation, expenses, disbursements and advances of the 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.

ADDITIONAL REMEDIES

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 Bonds Outstanding and subject to the requirement that the Trustee be provided with satisfactory indemnity, shall proceed to protect and enforce its rights and the rights of the holders of the Bonds under the Senior Indenture by a suit or suits in equity or at law, either for the specific performance of any covenant or agreement contained in the Senior Indenture or in aid of the execution of any power in the Senior Indenture granted, or for the enforcement of any other appropriate legal or equitable remedy, and 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 Bondholders under the Bonds or the Senior Indenture.

TRUSTEE MAY FILE PROOFS OF CLAIM

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 Bonds or any property of the Commission, the Trustee (whether or not the principal of the Bonds shall then be due and payable by acceleration or otherwise, 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 Bonds then Outstanding or for breach of the Senior 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 authorized pursuant to the Senior Indenture 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 Senior Indenture. No provision of the Senior Indenture empowers the Trustee to authorize or consent to or accept or adopt on behalf of any Bondholders any plan of reorganization, arrangement, adjustment or composition affecting any of the 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 the preceding sentence.

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 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 Trustee and the transfer to Secured Owners (other than Owners of the 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 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 Reimbursement Agreement) and such declaration has not been rescinded and annulled, there shall be deposited into the 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 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 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 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 Debt Service Fund, there shall be paid the Subordinated Indebtedness issued or incurred by the Commission pursuant to the Senior Indenture.

(b) If the principal of and interest on all Bonds then Outstanding 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 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 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 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 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 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 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 Bonds with respect to which the Event of Default occurred and shall not be required to make payment to any Bond Owner until such Bonds shall be presented to the Trustee for appropriate endorsement or for cancellation if fully paid.

BONDHOLDERS MAY DIRECT PROCEEDINGS

The owners of a majority in aggregate principal amount of the Bonds Outstanding shall, subject to the requirement that the Trustee be provided with satisfactory indemnity, 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 Senior Indenture, provided that such direction shall not be in conflict with any rule of law or the Senior 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 Bondholders not parties to such direction or would subject the Trustee to personal liability or expense. 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 under this provision.

LIMITATIONS ON RIGHTS OF BONDHOLDERS

No Bondholder shall have any right to pursue any other remedy under the Senior Indenture or the 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 all Bonds then Outstanding have requested the Trustee, in writing, to exercise the powers hereinabove granted 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 Bonds Outstanding.

The provisions of the preceding paragraph are conditions precedent to the exercise by any Bondholder of any remedy under the Senior Indenture. The exercise of such rights is further subject to the provisions described under “Bondholders May Direct Proceedings” and “Delay or Omission Not Waiver” and certain other provisions of the Senior Indenture. No one or more Bondholders shall have any right in any manner whatever to enforce any right under the Senior Indenture, except in the manner provided in the Senior 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 Senior Indenture for the equal and ratable benefit of the Bondholders of all Bonds Outstanding.

RIGHTS AND REMEDIES CUMULATIVE

No right or remedy in the Senior Indenture conferred 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 Senior Indenture or now or hereafter existing at law, in equity or otherwise. The assertion or employment of any right or remedy under the Senior 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 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 Senior Indenture or by law to the Trustee or the Bondholders may be exercised from time to time, and as often as may be deemed expedient, by the Trustee or the Bondholders, as the case may be.

WAIVER OF DEFAULTS

The holders of a majority in aggregate principal amount of the Outstanding Bonds may, by written notice to the Trustee and subject to the requirement that the Trustee be provided with satisfactory indemnity, waive any existing default or Event of Default and its consequences, except an Event of Default under paragraph (a) or (b) under “Events of Default.” 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.

Notwithstanding any provision of the Senior Indenture, in no event shall any Person, other than all of the affected Bondholders, have the ability to waive any Event of Default under the Senior Indenture if such event results or may result, in the opinion of Bond Counsel, in interest on any of the Bonds becoming includable in gross income for federal income tax purposes if the interest on such 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 Senior 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 Bondholder then Outstanding, provided, however, that except in the instance of an Event of Default described in paragraph (a) or (b) above under “Events of Default,” 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 Bondholders, and provided, further, that notice to Bondholders of any Event of Default under paragraph (c) under “Events of Default” shall be subject to the provisions described above relating to cure of such defaults and shall not be given until the grace period has expired.

THE TRUSTEE; QUALIFICATIONS OF TRUSTEE

The Senior Indenture contains provisions relating to the appointment and duties of the Trustee. The Trustee under the Senior Indenture shall be a corporation or banking association organized and doing business under the laws of the United States of America 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 at any time the Trustee shall cease to be eligible in accordance with the provision described above, it shall resign promptly in the manner and with the effect specified in the Senior Indenture.

RESIGNATION OR REMOVAL OF TRUSTEE; APPOINTMENT OF SUCCESSOR TRUSTEE

No resignation or removal of the Trustee and no appointment of a successor Trustee pursuant to the Senior Indenture shall become effective until the acceptance of appointment by the successor Trustee under the Senior Indenture.

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 Bondholder may petition a court of competent jurisdiction for the appointment of a successor Trustee.

Prior to the occurrence and continuance of an Event of Default under the Senior 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 Bonds, 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 Senior Indenture, the holders of a majority in aggregate principal amount of the Outstanding 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 Bonds and the Successor Trustee.

If at any time: (1) the Trustee shall cease to be eligible and qualified under the Senior Indenture and shall fail or refuse to resign after written request to do so by the Commission or the holder of any 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 the immediately preceding paragraph; or (ii) any holder of a Bond then Outstanding may, on behalf of the holders of all Outstanding Bonds, petition a court of competent jurisdiction for removal of the Trustee and appointment of a successor Trustee.

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 Bonds then Outstanding as listed in the Bond Register. Each such notice shall include the name and address of the applicable corporate trust office of the successor Trustee.

SUPPLEMENTAL INDENTURES WITHOUT BONDHOLDERS' CONSENT

The Senior Indenture provides that 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 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

Senior Indenture or in any Supplemental Indenture; (b) grant to or confer upon the Trustee for the benefit of the Bondholders any additional rights, remedies, powers, authority or security that may lawfully be granted to or conferred upon the Bondholders or the Trustee which are not contrary to or inconsistent with the Senior Indenture as then in effect or to subject to the pledge and lien of the Senior Indenture additional revenues, properties or collateral including Defeasance Obligations; (c) add to the covenants and agreements of the Commission in the Senior Indenture other covenants and agreements thereafter to be observed by the Commission or to surrender any right or power in the Senior Indenture reserved to or conferred upon the Commission which are not contrary to or inconsistent with the Senior Indenture as then in effect; (d) permit the appointment of a co-trustee under the Senior Indenture; (e) modify, alter, supplement or amend the Senior Indenture in such manner as shall permit the qualification of the Senior Indenture, if required, under the Trust Indenture Act of 1939, the Securities Act of 1933 or any similar federal statute hereafter in effect; (f) make any other change in the Senior Indenture that is determined by the Trustee not to be materially adverse to the interests of the Bondholders; (g) implement the issuance of Additional Bonds permitted under the Senior Indenture; or (h) if all Bonds in a series are Book Entry Bonds, amend, modify, alter or replace any Letter of Representations 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 Senior Indenture.

SUPPLEMENTAL INDENTURES REQUIRING 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 Senior Indenture, but only with the written consent, given as provided in the Senior Indenture, of the holders of at least a majority in aggregate principal amount of the Bonds Outstanding at the time such consent is given, and in case less than all of the Bonds then Outstanding are affected by the modification or amendment, of the holders of at least a majority in aggregate principal amount of the Bonds so affected and Outstanding at the time such consent is given; provided, however, that if such modification or amendment will, by its terms, not take effect so long as any Bonds so affected remain Outstanding, the consent of the holders of such Bonds shall not be required and such Bonds shall not be deemed to be Outstanding for the purpose of any calculation of Outstanding Bonds under these provisions. Notwithstanding the foregoing, no modification or amendment contained in any such Supplemental Indenture shall permit any of the following, without the consent of each Bondholder whose rights are affected thereby: (a) a change in the terms of stated maturity or redemption of any Bond or of any installment of interest thereon; (b) a reduction in the principal amount of or redemption premium on any Bond or in the rate of interest thereon or a change in the coin or currency in which such 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 Senior Indenture) the lien or pledge granted to the Bondholders under the Senior 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 Bond or Bonds over any other Bond or Bonds, except to the extent permitted in the Senior Indenture; (e) a reduction in the aggregate principal amount of Bonds of which the consent of the Bondholders is required to effect any such modification or amendment; or (f) a change in the provisions of the Senior Indenture provisions relating to amendments and supplements. Notwithstanding the foregoing, the holder of any Bond may extend the time for payment of the principal of or interest on such Bond; provided, however, that upon the occurrence of an Event of Default, funds available under the Senior Indenture for the payment of the principal of and interest on the 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 the provisions described above shall be given to the Bondholders promptly following the execution thereof.

CONSENTS OF BONDHOLDERS AND OPINIONS

Each Supplemental Indenture executed and delivered pursuant to the provisions described under "Supplemental Indentures Requiring Bondholders' Consent" shall take effect only when and as provided below. A

copy of such Supplemental Indenture (or brief summary thereof or reference thereto in form approved by the Trustee), together with a request to Bondholders for their consent thereto in form satisfactory to the Trustee, shall be sent by the Trustee to Bondholders, at the expense of the Commission, by first class mail, postage prepaid, provided that a failure to mail such request shall not affect the validity of the Supplemental Indenture when consented to as provided in the Senior Indenture. Such Supplemental Indenture shall not be effective unless and until there shall have been filed with the Trustee (a) the written consents of Bondholders of the percentage of Bonds specified above under “Supplemental Indentures Requiring Bondholders' Consent” given as provided in the Senior Indenture, and (b) an opinion of counsel acceptable to the Trustee stating that (1) the execution of such Supplemental Indenture is authorized or permitted by the Senior Indenture and (2) all conditions precedent to the execution and delivery of such Supplemental Indenture have been complied with, and an opinion of Bond Counsel that the execution and performance of such Supplemental Indenture shall not, in and of itself, adversely affect the federal income tax status of any Bonds, the interest on which is not included in gross income for federal income tax purposes. Any such consent shall be binding upon the Bondholder giving such consent and upon any subsequent holder of such Bonds and of any Bonds issued in exchange therefor or in lieu thereof (whether or not such subsequent Bondholder has notice thereof), unless such consent is revoked in writing by the Bondholder giving such consent or a subsequent holder of such Bonds by filing such revocation with the Trustee prior to the date the Trustee receives the material required in clauses (a) and (b) above.

Notwithstanding anything else in the Senior Indenture, if a Supplemental Indenture is to become effective on the same date as the date of issuance of Additional Bonds, the consents of the underwriters or purchasers of such Additional Bonds shall be counted for purposes of the Senior Indenture.

The Senior Indenture provides that Bonds which are to be disregarded under the last sentence of the definition of “Outstanding” shall not be deemed Outstanding for the purpose of consent or other action or any calculation of Outstanding Bonds provided for in this Article. At the time of any consent or other action taken under this Article or elsewhere in the Senior Indenture, the Commission shall furnish the Trustee a certificate of a Commission Official, upon which the Trustee may rely, describing all Bonds so to be excluded.

DISCHARGE OF BONDS

If (a) the principal of any Bonds and the interest due or to become due thereon, together with any redemption premium required by redemption of any of the Bonds prior to maturity, shall be paid, or is caused to be paid, or is provided for as described below under “Defeasance,” at the times and in the manner to which reference is made in the Bonds, according to the true intent and meaning thereof, or the outstanding Bonds shall have been paid and discharged in accordance with the Senior Indenture, and (b) all of the covenants, agreements, obligations, terms and conditions of the Commission under the Senior Indenture shall have been kept, performed and observed and there shall have been paid to the Trustee, the 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 Senior 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 Senior 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 Senior Indenture except for amounts required to pay such Bonds or held unclaimed in respect of Bonds which have matured or been redeemed pursuant to the Senior Indenture.

If payment or provision therefor is made with respect to less than all of the 2014 Bonds of a maturity within a particular series, the particular 2014 Bonds within such maturity for which provision for payment shall have been made shall be selected as provided for a partial redemption.

DEFEASANCE

Provision for the payment of 2014 Bonds shall be deemed to have been made when the Trustee holds in the Debt Service Fund (1) cash in an amount sufficient to make all payments (including principal, premium, if any, and interest) specified above with respect to such 2014 Bonds, or (2) direct non-callable obligations of the United States of America and securities fully and unconditionally guaranteed as to the timely payment of principal and interest by the United States of America, to which direct obligation or guarantee the full faith and credit of the United States of America has been pledged, Refcorp interest strips, CATS, TIGRS, STRPS, or defeased municipal bonds rated “AAA” by S&P or “Aaa” by Moody’s (or any combination of the foregoing), or (3) any combination of cash and obligations described in clause (2) above the amounts of which and interest thereon, when due, are or will be, in the aggregate, sufficient (together with any earnings thereon) to make all such payments.

Neither the moneys nor the obligations deposited with the Trustee as provided above shall be withdrawn or used for any purpose other than, and such obligations and moneys shall be segregated and held in trust for, the payment of the principal or redemption price of, premium, if any, on and interest on, the 2014 Bonds (or portions thereof) to be no longer entitled to the lien of the Senior Indenture; provided that such moneys, if not then needed for such purpose, shall, to the extent practicable, be invested and reinvested in Government Obligations maturing on or prior to the Interest Payment Date next succeeding the date of investment or reinvestment.

Whenever moneys or obligations shall be deposited with the Trustee for the payment or redemption of 2014 Bonds more than 60 days prior to the date that such 2014 Bonds are to mature or be redeemed, the Trustee shall mail a notice to the Owners of 2014 Bonds for the payment of which such moneys or obligations are being held at their registered addresses stating that such moneys or obligations have been deposited. Such notice shall also be sent by the Trustee to each Rating Agency then rating the 2014 Bonds at the request of the Commission. Notwithstanding the foregoing, no provision for payment shall be deemed to have been made with respect to any 2014 Bonds which are to be redeemed prior to their stated maturity until such 2014 Bonds shall have been irrevocably called or designated for redemption on a date thereafter on which such 2014 Bonds may be redeemed and proper notice of such redemption shall have been given or the Commission shall have given the Trustee, in form satisfactory to the Trustee, irrevocable instructions to give proper notice of such redemption.

In the event of a deposit of moneys or obligations for the payment or redemption of the 2014 Bonds described above, the Commission shall cause to be delivered a verification report of an independent, nationally recognized certified public accountant confirming that the above-described requirements have been satisfied. If a forward supply contract is employed in connection with the advance refunding, (i) such verification report shall expressly state that the adequacy of the escrow to accomplish the refunding relies solely on the initial escrowed investments and the maturing principal thereof and interest income thereon and does not assume performance under or compliance with the forward supply contract, and (ii) the applicable escrow agreement shall provide that in the event of any discrepancy or difference between the terms of the forward supply contract and the escrow agreement (or the authorizing document, if no separate escrow agreement is utilized), the terms of the escrow agreement or authorizing document, if applicable, shall be controlling.

At such times as a 2014B Bond shall be deemed to be paid under the Senior Indenture, as aforesaid, it shall no longer be secured by or entitled to the benefits of the Senior Indenture, except for the purposes of any such payment from such money or obligations.

[End of Appendix C]

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APPENDIX D

FORM OF OPINION OF CO-BOND COUNSEL

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The proposed form of the legal opinions of Cohen & Grigsby, P.C. and the Law Offices of Wayne D. Gerhold, Co-Bond Counsel, is set forth below. The actual opinions will be delivered on the date of delivery of the bonds referred to therein and may vary from the form to reflect circumstances both factual and legal at the time of delivery.

November __, 2014

***RE: \$239,620,000 Pennsylvania Turnpike Commission
Turnpike Revenue Refunding Bonds, Series of 2014***

To the Purchasers of the within-described 2014 Bonds:

We have acted as Co-Bond Counsel in connection with the issuance and sale by the Pennsylvania Turnpike Commission (the "Commission") of \$239,620,000 aggregate principal amount of its Turnpike Revenue Refunding Bonds, Series of 2014 (the "2014 Bonds") pursuant to the Amended and Restated Trust Indenture dated as of March 1, 2001, as amended and supplemented prior to the date hereof (the "Existing Senior Indenture"), and as further supplemented by Supplemental Trust Indenture No. 36 dated as of November 1, 2014 ("Supplemental Indenture No. 36" and, together with the Existing Senior Indenture, the "Senior Indenture"), between the Commission and U.S. Bank National Association, as successor trustee (the "Trustee"). Capitalized terms used herein and not otherwise defined shall have the meanings ascribed to such terms in the Senior Indenture.

We have examined (i) an executed copy of Supplemental Indenture No. 36, (ii) the form of the 2014 Bonds, and (iii) such constitutional and statutory provisions 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.

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. As to any facts material to such opinions, we have, when relevant facts were not independently established, relied upon the aforesaid instruments, certificates and documents without undertaking to verify the same by independent investigation.

Based upon the foregoing, it is our opinion, under existing law and as of the date hereof, subject to the qualifications and limitations set forth herein, that:

1. The Commission is a validly existing instrumentality of the Commonwealth of Pennsylvania and has the power to enter into the transactions contemplated by Supplemental Indenture No. 36 and to carry out its obligations thereunder.

2. Supplemental Indenture No. 36 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 2014 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 Senior Indenture.

4. The 2014 Bonds are exempt from personal property taxes in Pennsylvania, and the interest on the 2014 Bonds is exempt from Pennsylvania corporate net income tax and from Pennsylvania personal income tax.

5. Interest on the 2014 Bonds is excludable from gross income for federal income tax purposes and is not an item of tax preference for purposes of the federal alternative minimum tax imposed on individuals and corporations. It should be noted, however, that for the purpose of computing the alternative minimum tax imposed on corporations (as defined for federal income tax purposes), such interest is taken into account in determining adjusted current earnings. The opinion set forth in the preceding sentence is subject to the condition that the Commission comply with all requirements of the Internal Revenue Code of 1986, as amended (the "Code"), that must be satisfied subsequent to the issuance of the 2014 Bonds in order that interest thereon be, or continue to be, excluded from gross income for federal income tax purposes. The Commission has covenanted to comply with all such requirements of the Code. Failure to comply with certain of such requirements may cause interest on the 2014 Bonds to become included in gross income for federal income tax purposes retroactively to the date of issuance of the 2014 Bonds. We express no opinion regarding any other federal tax consequences arising with respect to the 2014 Bonds.

The opinions set forth above as to the enforceability of the 2014 Bonds and Supplemental Indenture No. 36 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 of Pennsylvania 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. In particular, we assume no responsibility for, and express no opinion herein with respect to, the accuracy, adequacy or completeness of the Preliminary Official Statement or the Official Statement prepared in respect of the 2014 Bonds, including the appendices thereto, and we make no representation that we have independently verified any such information.

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.

Sincerely,

APPENDIX E

**DEBT SERVICE REQUIREMENTS OF THE TURNPIKE REVENUE BONDS
AND SUBORDINATE INDENTURE BONDS**

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**APPENDIX E
DEBT SERVICE REQUIREMENTS OF THE TURNPIKE SENIOR, SUBORDINATE AND SUBORDINATE SPECIAL REVENUE BONDS**

2014 Senior Revenue Refunding Bonds

Fiscal Year	Existing Debt Service on Senior Indenture Bonds ^{1,2,3,4,5,6,7}	Principal	Interest ⁴	Total ⁴	Total Debt Service from Senior Revenue Bonds ^{1,2,3,4,5,6,7}	Total Debt Service from Subordinate Revenue Bonds ^{4,8}	Total Debt Service from MLF Enhanced Subordinate Special Revenue Bonds ^{5,8}	Aggregate Debt Service ^{1,2,3,4,5,6,7,8}
2015	189,171,002	\$0	\$0	\$0	189,171,002	205,626,965	36,026,573	430,824,539
2016	303,534,076	-	12,147,403	12,147,403	315,681,479	218,759,762	36,524,913	570,966,153
2017	324,831,916	-	11,981,000	11,981,000	336,812,916	235,420,243	45,194,388	617,427,547
2018	318,666,029	-	11,981,000	11,981,000	330,647,029	237,425,685	45,760,088	613,832,801
2019	312,519,322	-	11,981,000	11,981,000	324,500,322	267,539,984	46,337,988	638,378,293
2020	302,761,809	-	11,981,000	11,981,000	314,742,809	271,122,206	48,348,388	634,213,403
2021	355,897,321	-	11,981,000	11,981,000	367,878,321	287,573,887	53,750,375	709,202,582
2022	297,558,743	-	11,981,000	11,981,000	309,539,743	287,800,373	54,423,825	651,763,941
2023	161,508,493	-	11,981,000	11,981,000	173,489,493	289,013,189	62,030,565	524,533,248
2024	163,442,814	-	11,981,000	11,981,000	175,423,814	288,953,545	62,692,365	527,069,724
2025	163,119,645	-	11,981,000	11,981,000	175,100,645	290,102,967	63,723,703	528,927,314
2026	163,447,747	-	11,981,000	11,981,000	175,428,747	290,785,346	63,980,515	530,194,608
2027	126,891,637	-	11,981,000	11,981,000	138,872,637	303,772,870	81,863,159	524,508,666
2028	78,296,819	-	11,981,000	11,981,000	90,277,819	303,793,100	83,387,371	477,458,290
2029	79,035,394	-	11,981,000	11,981,000	91,016,394	308,834,016	85,012,771	484,863,181
2030	104,459,694	-	11,981,000	11,981,000	116,440,694	309,221,108	82,926,603	508,588,404
2031	105,342,931	-	11,981,000	11,981,000	117,323,931	309,601,722	84,429,328	511,354,981
2032	79,338,706	55,595,000	11,981,000	67,576,000	146,914,706	310,096,931	86,286,503	543,298,140
2033	80,263,331	58,375,000	9,201,250	67,576,250	147,839,581	310,611,281	88,882,828	547,333,690
2034	81,207,906	61,290,000	6,282,500	67,572,500	148,780,406	311,130,978	91,142,578	551,053,961
2035	82,181,631	64,360,000	3,218,000	67,578,000	149,759,631	311,675,889	93,522,840	554,958,360
2036	150,425,906	-	-	-	150,425,906	312,228,256	98,899,140	561,553,303
2037	144,995,957	-	-	-	144,995,957	312,795,434	101,188,496	558,979,887
2038	132,198,232	-	-	-	132,198,232	313,380,798	103,558,626	549,137,656
2039	133,219,386	-	-	-	133,219,386	303,674,168	88,293,334	525,186,888
2040	116,031,579	-	-	-	116,031,579	221,781,385	63,109,455	400,922,419
2041	128,446,394	-	-	-	128,446,394	265,635,601	64,057,366	458,139,361
2042	129,637,628	-	-	-	129,637,628	263,559,698	56,361,900	449,559,226
2043	130,861,163	-	-	-	130,861,163	91,697,713	40,098,483	262,657,358
2044	118,989,422	-	-	-	118,989,422	63,276,963	25,398,093	207,664,477
2045	97,710,645	-	-	-	97,710,645	3,052,250	5,176,815	105,939,710
2046	72,540,826	-	-	-	72,540,826	-	-	72,540,826
2047	72,589,849	-	-	-	72,589,849	-	-	72,589,849
2048	72,633,704	-	-	-	72,633,704	-	-	72,633,704
2049	72,673,699	-	-	-	72,673,699	-	-	72,673,699
2050	72,721,942	-	-	-	72,721,942	-	-	72,721,942
TOTAL	\$5,519,153,300	\$239,620,000	\$222,545,153	\$462,165,153	\$5,981,318,453	\$8,099,944,309	\$2,042,389,369	\$16,123,652,131

⁽¹⁾ All variable rate debt, unless subject to an interest rate swap agreement, is shown at an assumed rate of 4.0%. All variable rate debt which is swapped to a fixed rate is shown at the fixed swap rate. As only a portion of principal on the 2012B, 2013B and 2014B Turnpike Revenue Bonds (SIFMA Index Notes) is swapped, the interest rate is calculated as a weighted average between a) an assumed rate of 4.0% plus the fixed spread, b) the swap rate of 4.403% plus the fixed spread and c) the swap rate of 4.887% plus the fixed spread 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 7.3% reduction from federal fiscal year 2015 through federal fiscal year 2024. For information regarding the effects of sequestration on the federal subsidy payable with respect to the Commission's outstanding Build America Bonds, see "CURRENT RISK FACTORS - Reductions in federal subsidy payable to the Commission for its outstanding Build America Bonds due to sequestration" in this Official Statement.

⁽³⁾ Interest is net of capitalized interest; Interest does not reflect any expected earnings credited against debt service.

⁽⁴⁾ Totals may not add due to rounding.

⁽⁵⁾ Does not reflect any refunding of 2012B, 2013A, 2013B, 2014B-1 or 2014B-2 Turnpike Revenue Bonds (SIFMA Index Notes) prior to their respective maturity dates. The Commission expects that it will refund such bonds prior to maturity subject to market conditions at the time. See APPENDIX A - "THE PENNSYLVANIA TURNPIKE COMMISSION - CERTAIN FINANCIAL INFORMATION - Future Financing Considerations."

⁽⁶⁾ All fixed rate debt, unless subject to an interest rate swap agreement, is shown at the actual interest rate. All fixed rate debt which is swapped to a floating rate is shown at an assumed rate of 4.0% plus the fixed spread.

⁽⁷⁾ Excludes debt service on the 2004A Bonds beyond 12/1/2014, which the Commission will redeem with proceeds from the issuance of the 2014 Bonds.

⁽⁸⁾ Debt service amounts are inclusive of compounded interest to the conversion date for Convertible Capital Appreciation Bonds and to the maturity date for Capital Appreciation Bonds.

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APPENDIX F
TRAFFIC AND REVENUE STUDY

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Pennsylvania Turnpike 2012 Traffic and Revenue Forecast Study



March 9, 2012



Pennsylvania Turnpike Commission

CDM Smith

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Chapter 1

Introduction

This report summarizes the analyses conducted by CDM Smith (formerly Wilbur Smith Associates) in developing updated 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 20 years in support of the issuance of bond financing and for internal financial planning. In light of the current economic climate, it is more important than ever 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 January 2009. Since that time additional “bring down” letters have also been developed to update forecasts developed in the 2009 study. Bring down letters were developed in March 2010 and February 2011. 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. Detailed economic analyses are not conducted as part of a bring down letter and therefore longer term forecasts are not adjusted from those originally developed as part of the latest investment grade study.

This current study included a comprehensive evaluation of the most currently available long term socioeconomic forecasts, and is, therefore, meant to be an update of the January 2009 investment grade study. This forecast includes updated long term traffic and revenue forecasts through 2041. PTC’s most recent assumptions regarding future toll rate increases, discount levels for the commercial volume-discount program, and future capital improvements have been incorporated into this study. Additional assumptions regarding future E-ZPass market share and toll elasticities have also been updated for this work.

PTC has been studying the possible implementation of all electronic tolling (AET) on its facilities. CDM Smith has been a member of the study team analyzing both the potential traffic and toll revenue impacts as well as the potential capital and maintenance and operating (M&O) cost impacts AET may have on the Turnpike. No final decision has yet been made regarding implementation of AET, though studies continue and implementation, should it occur, would not be for several years. As such, AET is not assumed in the forecasts developed for this study. It should be noted, however, that PTC has emphasized that a key requirement of AET is that it be net revenue positive and enhance the overall financial strength of the Turnpike. Absent this, among other criteria, AET would not be implemented on the Turnpike System.

Report Structure

This report is comprised of four chapters, including the following:

- Chapter 1: Introduction
- Chapter 2: Turnpike Characteristics
- Chapter 3: Socioeconomic Trends and Forecasts
- Chapter 4: Transaction and Toll Revenue Forecasts

Following is a brief description of each Chapter.

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 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. A review of the impact of the 25 percent toll increase (January 2009) is provided to show the relatively inelastic nature of the Turnpike. Because of the toll differential that now exists between cash and E-ZPass, 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 2041. Forecasts are provided for passenger cars and commercial vehicles, for both the ticket system and the combined barrier systems, as well as for the total Turnpike.

Chapter 2

Turnpike Characteristics

This chapter presents historical transaction and gross toll revenue trends on the Turnpike facilities. It also presents actual trends in the E-ZPass market share and historical toll increases. A comparison is presented between the current Turnpike per-mile toll rate on I-76/I-276 and other toll road facilities. Lastly, recent changes to the PTC's commercial volume-discount program are described.

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
- Northeast Extension I-476
- Turnpike I-376 (PA 60)
- Turnpike 576 (Southern Beltway)
- Turnpike 43 – Mon/Fayette Expressway
- Turnpike 66

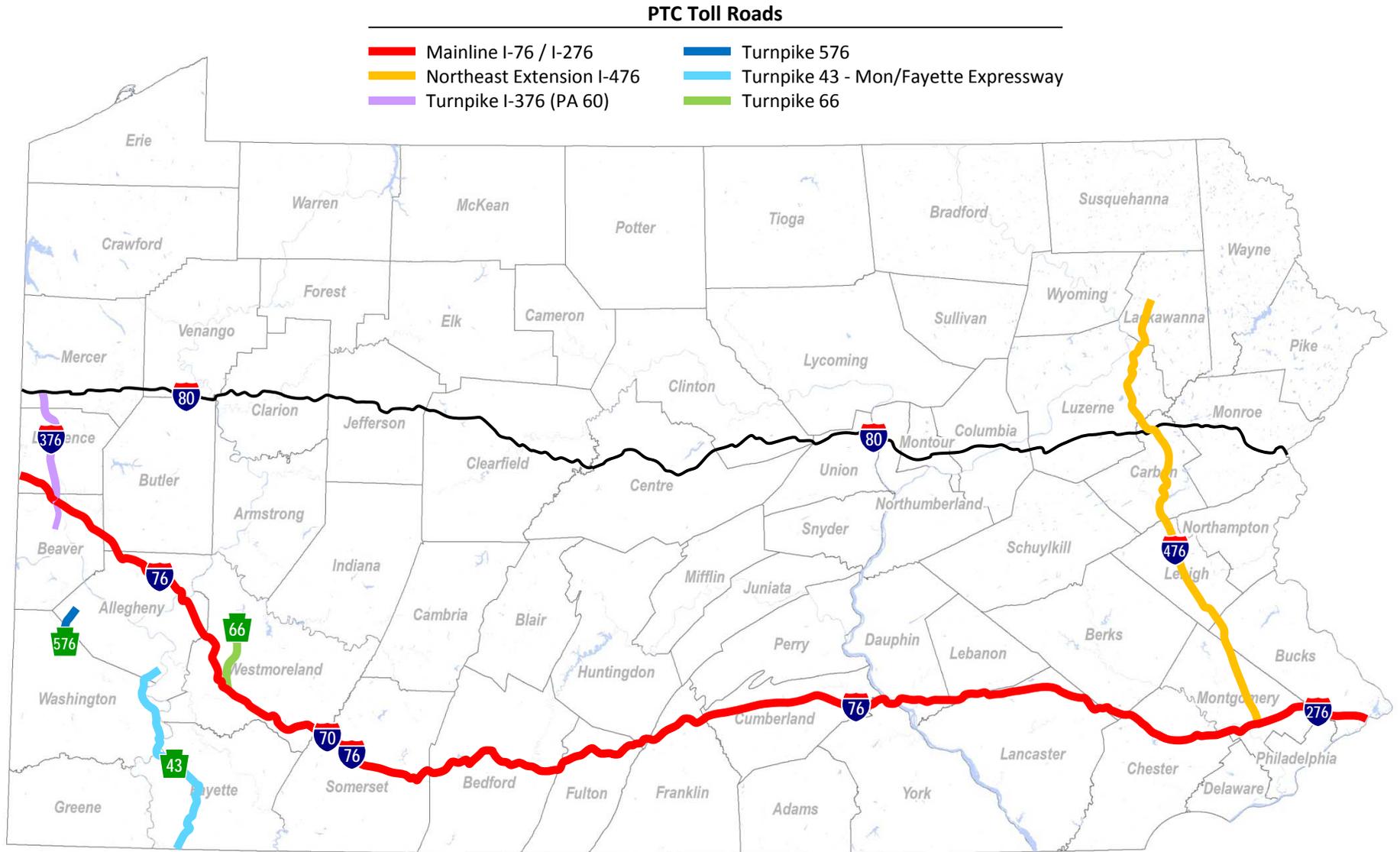
There are two toll collection systems on the Turnpike System; a ticket system, and a barrier system. The ticket system is comprised of the majority of Mainline I-76 / I-276 (from Interchange 30 in western Pennsylvania to Interchange 359 near the New Jersey border) and the majority of the Northeastern Extension (from Interchange 20 to Interchange 131).

The Barrier system is comprised of Turnpikes I-376 (PA 60), Turnpike 66, Turnpike 43, and Turnpike 576 (Southern Beltway). In addition, one barrier toll plaza exists on Mainline I-76/I-276 consisting of the Gateway Mainline Toll Plaza. This toll plaza was converted from a ticket-system plaza to a barrier-system plaza in 2003. For continuity, ticket system traffic and toll revenue trends include the Gateway Barrier Plaza in this report. Two other barrier toll plazas exist at the northern end of the Northeast Extension; consisting of Clarks Summit and Keyser Avenue.

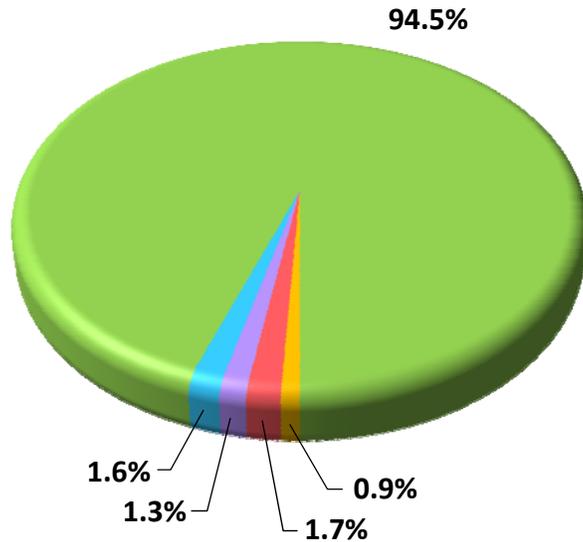
The ticket system is by far the largest component of the Turnpike System. As seen in Figure 2-2, the ticket system accounted for 94.5 percent of the Turnpike System's total gross toll revenue, and 82.1 percent of the total transactions in calendar year 2011. Fixed barrier locations accounted for only 5.5 percent of gross toll revenue and 17.9 percent of transactions.

Turnpike Transaction and Toll Revenue Trends

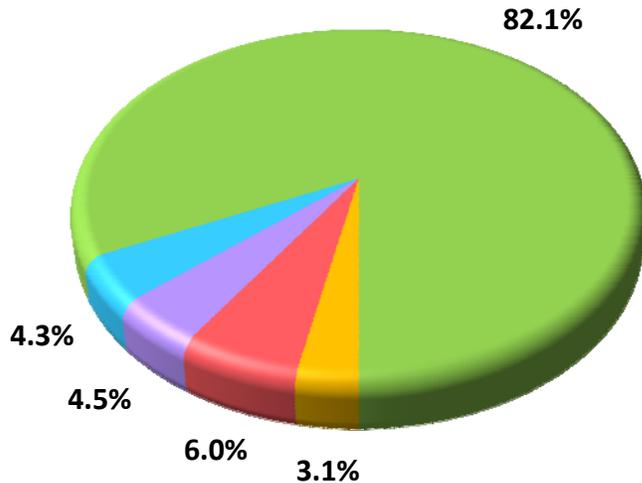
This section presents long-term annual transaction trends on the ticket and barrier systems by toll plaza. Recent monthly transaction and toll revenue trends are also presented for the two systems.



Gross Toll Revenue



Transactions



- Ticket System (Including Gateway Plaza)
- Northeast Extension Barrier Plazas
- Turnpike 43 and Turnpike 576
- Turnpike I-376 (PA 60)
- Turnpike 66

PERCENT OF CALENDAR YEAR 2011 TRANSACTIONS AND GROSS TOLL REVENUE BY FACILITY

Finally, long term annual transaction and adjusted gross toll revenue trends are presented for the entire Turnpike System.

Ticket System Transaction Trends

Table 2-1 identifies average annual daily traffic trends for each of the ticket system locations between 1991 and 2011. Gateway barrier plaza (Interchange 2) is also shown in this table. Please note that in 2003 the west end of the system converted from a ticket system to a barrier system. Thus, volumes shown at Gateway are not comparable between 2002 and 2003. Also at this time, exit toll plazas were removed from Interchanges 10, 13 and 28 as the new endpoint of the ticket system (identified in this table as Interchange 30) was shifted to between Interchanges 28 and 39. Also as footnoted in Table 2-1, two-way toll collection was replaced by one-way toll collection at Gateway in 2006. Traffic values in Table 2-1 were doubled from that point forward to simulate total two-way traffic volumes in order to be comparable to historical trends.

Passenger-car trends are shown on the first page of Table 2-1. Average annual percent changes are shown for various time periods. Relatively strong growth was experienced during the first decade (1991-2001) where total passenger-car transactions grew at an annual rate of 3.7 percent. Growth in passenger-car transactions slowed to 0.9 percent per year in the decade from 2001 -2011. This decreased growth rate was primarily due to the economic recession that began in late 2007. Growth in annual transactions was only 0.1 percent between 2006 through 2011, due largely to the recession. A secondary reason for the reduced growth in transactions was the multiple toll increases that took place in 1991 (32 percent), 2004 (42.5 percent), 2009 (25 percent), 2010 (3 percent), and 2011 (3 percent E-ZPass and 10 percent cash). As will be discussed in Chapter 3 and Chapter 4, it is believed the recession has had more impact on the low growth in transactions than the toll rate increases. Overall, passenger-car transactions increased by 2.3 percent per year from 1991 through 2011.

The second page of Table 2-1 shows historical commercial-vehicle transaction trends on the ticket system. As with passenger cars, the strongest period of growth for commercial vehicles was between 1991 and 2001. Commercial traffic increased at a 3.6 percent annual rate over that period. Over the most recent ten-year period (2001-2011) commercial traffic grew at an annual rate of 1.5 percent. This is heavily influenced by the negative 1.4 percent annual growth between 2006 and 2011 when commercial activity was particularly impacted by the economic recession. Still, over the entire twenty-year period from 1991 to 2011, commercial transactions increased at an average annual rate of 2.5 percent.

Total-vehicle transaction trends are shown on the third page of Table 2-1. Because passenger cars make up about 82 percent of total ticket system toll transactions, the trends and growth rates for total vehicles closely mirror those for passenger cars.

Barrier System Transaction Trends

Table 2-2 identifies average annual daily traffic trends for each of the Turnpike barrier systems. Transactions on the barrier system have been increasing at a faster rate than on the Mainline I-76/I-276. Passenger car transactions increased by an average 9.5 percent per year from 1994 to 2001, and by 4.7 percent per year from 2001 to 2011. During the recession, from 2006 to 2011, passenger-car transactions grew by 5.4 percent per year. In general, the higher growth rates in passenger-car transactions are attributable to several items, including 1) these tend to be younger facilities that have

**Table 2-1
Passenger Cars - Ticket System (Including Gateway Plaza) - Average Daily Transactions
Pennsylvania Turnpike System**

Interchange (Milepost) ⁽¹⁾	Calendar Year												Average Annual Percent Change													
	1991 ⁽²⁾	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004 ⁽³⁾	2005	2006	2007	2008	2009 ⁽⁴⁾	2010 ⁽⁵⁾	2011 ⁽⁶⁾	1991-11	2006-11	1991-11		
2 ⁽⁶⁾	6,873	6,916	6,999	7,064	7,288	7,292	7,486	7,815	7,850	7,333	8,056	9,082	13,828	16,379	15,873	16,388	16,365	16,192	16,882	17,432	17,486	1.6	8.1	NA	1.3	4.8
10 ⁽⁷⁾	1,566	1,654	1,581	1,507	1,488	1,516	1,604	1,743	1,759	1,771	1,824	1,860										NA	NA	NA	NA	NA
13 ⁽⁷⁾	7,414	7,445	7,519	7,574	7,819	8,232	8,559	9,211	9,369	9,939	9,940	10,183										3.0	NA	NA	NA	NA
28 ⁽⁷⁾	4,019	4,023	4,053	4,279	4,483	4,827	5,003	4,939	5,180	5,186	5,448	5,417	5,154	5,154	5,181	5,613	5,627	5,495	5,527	5,333	5,333	2.6	0.3	0.6	1.4	0.9
39	7,196	7,196	7,235	7,257	7,045	7,602	7,962	8,686	9,251	8,988	9,366	9,505	9,377	9,101	9,129	9,406	9,226	9,087	8,879	8,576	8,576	2.3	(0.5)	(1.2)	0.4	1.3
48	15,621	15,624	15,714	15,763	15,887	16,101	16,700	17,291	17,626	18,337	18,337	18,337	18,337	18,337	18,337	18,337	18,337	18,337	18,337	18,337	18,337	1.6	(0.7)	(1.3)	0.5	0.5
57	7,874	7,971	8,113	8,236	8,398	8,586	9,082	9,481	9,533	9,789	9,789	10,303	10,054	9,437	9,582	9,614	9,688	8,674	8,776	8,718	8,718	2.0	(1.0)	(1.9)	0.5	0.5
75	7,785	7,629	7,519	7,391	7,651	8,046	8,331	8,706	8,684	8,594	8,868	9,366	9,394	9,191	8,800	8,779	8,806	8,522	8,433	8,560	8,246	1.3	(0.7)	(1.2)	0.3	0.3
91	2,126	2,149	2,165	2,212	2,311	2,212	2,253	2,352	2,381	2,142	2,236	2,204	2,253	2,239	2,257	2,237	2,478	2,385	2,351	2,279	2,279	0.5	0.2	0.4	0.3	0.3
110	1,944	1,949	1,966	1,978	2,024	2,025	2,030	2,092	2,148	1,911	2,031	2,061	1,948	1,892	1,927	2,067	2,119	2,104	2,136	2,159	2,159	(0.2)	1.2	2.3	0.5	0.5
146	1,943	1,927	1,922	1,912	2,038	2,135	2,222	2,479	2,728	2,760	2,960	3,225	3,230	3,370	3,163	3,057	2,994	2,972	2,945	2,848	2,848	4.3	(0.4)	(1.3)	1.9	1.9
161	5,407	5,214	5,057	4,893	5,109	5,214	5,438	5,697	5,838	5,828	6,331	6,599	6,820	6,713	6,517	6,356	6,216	6,005	6,356	6,282	6,064	1.6	(0.4)	(0.9)	0.6	0.6
180	570	566	566	564	569	586	617	643	673	630	661	700	715	761	691	676	671	675	655	668	645	1.5	(0.3)	(0.9)	0.6	0.6
189	358	362	368	373	381	407	428	462	480	453	466	477	488	483	448	443	440	426	409	418	409	2.0	(0.6)	(1.6)	0.7	0.7
201	439	451	462	477	500	521	549	567	574	591	661	670	679	679	649	658	662	614	603	642	634	3.2	0.7	(0.7)	2.0	2.0
226	4,333	4,327	4,346	4,354	4,675	4,665	4,281	4,626	4,886	4,782	5,304	5,180	5,365	5,262	4,939	4,959	4,873	4,726	4,628	4,899	4,705	2.0	(1.2)	(1.0)	0.4	0.4
236	2,672	2,726	2,737	2,862	3,498	3,665	3,489	3,641	3,889	4,039	4,172	4,580	4,804	4,796	4,567	4,562	4,661	4,507	4,470	4,574	4,883	4.6	1.6	1.4	3.1	3.1
242	3,974	3,905	3,859	3,802	4,186	4,146	4,080	4,295	4,699	5,103	5,061	5,400	5,781	5,734	5,352	5,196	5,265	6,068	5,894	5,476	5,371	2.5	0.6	0.7	1.5	1.5
247	7,184	7,182	7,241	7,282	7,608	7,989	7,991	8,409	8,818	9,104	9,125	9,739	10,217	10,256	9,917	9,553	9,902	10,073	9,952	10,478	10,155	2.4	1.1	1.2	1.8	1.8
266	2,212	2,241	2,282	2,319	2,363	2,500	2,643	2,867	2,987	3,037	3,214	3,381	3,663	3,695	3,643	3,602	3,740	3,577	3,484	3,571	3,442	3.8	0.7	(0.9)	2.2	2.2
288	4,750	4,887	5,056	5,220	5,453	5,490	5,729	6,041	6,096	6,242	6,656	6,964	7,207	7,369	7,335	7,457	7,446	7,448	7,176	7,018	6,789	3.1	0.4	(1.2)	1.8	1.8
298	4,001	4,035	4,092	4,139	4,224	4,330	4,844	5,253	5,513	5,661	6,187	6,682	7,201	7,359	7,335	7,457	7,446	7,448	7,176	7,018	6,789	4.5	0.9	(1.9)	2.7	2.7
316	6,439	6,587	6,776	6,950	7,070	7,231	7,838	8,361	8,624	9,321	10,421	10,455	10,281	10,558	11,011	10,635	10,234	10,353	10,315	10,315	10,315	3.9	0.9	(0.5)	2.4	2.4
326	22,920	21,881	21,009	20,122	20,707	21,092	21,337	22,360	21,643	21,531	24,794	25,264	26,928	28,231	28,201	28,173	27,069	26,975	27,763	29,284	28,965	0.8	1.6	0.6	1.2	1.2
332	12,073	10,730	9,582	8,553	8,975	9,296	9,912	10,337	10,665	10,856	11,335	11,901	12,297	12,586	11,961	11,455	11,312	11,848	11,904	12,166	12,093	(0.6)	0.6	1.1	0.0	0.0
20	14,473	15,262	16,188	17,125	18,179	18,335	18,812	20,185	20,031	20,367	21,056	21,390	22,015	22,140	22,015	21,709	21,561	21,312	20,989	22,873	23,265	3.8	1.0	1.5	2.4	2.4
339	17,576	18,287	19,100	19,926	21,963	22,370	22,902	23,207	22,387	23,085	23,753	24,197	24,860	25,716	25,152	24,609	26,054	25,277	25,165	26,869	26,178	3.1	1.0	1.2	2.0	2.0
343	21,696	21,995	22,458	22,876	24,361	24,750	25,685	26,256	26,069	26,665	27,653	28,556	29,503	30,084	29,563	29,433	29,917	29,315	29,196	29,890	28,170	2.5	0.2	(0.9)	1.3	1.3
351	5,065	5,050	5,065	5,068	5,024	5,215	5,291	5,422	5,476	5,373	5,317	5,478	5,755	6,011	5,856	5,854	5,917	5,984	5,767	5,716	5,538	0.5	0.4	(1.1)	0.4	0.4
358	14,113	14,026	14,019	13,979	14,248	14,595	14,829	15,312	15,450	15,565	16,349	16,765	17,532	18,086	17,844	17,635	17,727	17,274	16,943	17,255	16,846	1.5	0.3	(0.9)	0.9	0.9
359	5,191	5,936	6,826	7,830	8,256	8,760	9,980	10,584	11,187	11,381	11,430	12,411	12,939	13,166	12,941	13,034	13,304	13,389	13,431	13,432	12,950	8.2	1.3	(0.1)	4.7	4.7
44	4,141	4,358	4,615	4,877	5,344	5,595	6,250	6,526	6,690	6,693	6,981	7,378	7,926	7,950	8,149	8,235	8,313	8,399	8,478	8,157	4.9	2.0	0.0	3.4	3.4	
56	7,764	8,248	8,811	9,367	9,907	10,534	11,218	11,290	11,843	12,558	13,365	13,805	14,528	15,392	15,064	15,318	15,681	14,950	15,339	16,008	15,365	5.6	1.4	0.1	3.5	3.5
74	2,551	2,669	2,809	2,949	3,059	3,261	3,452	3,709	3,885	3,897	4,137	4,323	4,442	4,691	4,862	4,657	4,796	4,811	4,723	4,580	5.0	1.0	(0.3)	3.0	3.0	
95	3,020	3,105	3,211	3,313	3,397	3,603	3,832	4,003	4,150	4,144	4,151	4,413	4,589	5,020	4,722	4,750	4,761	4,709	5,021	5,200	4,889	3.2	1.6	0.5	2.4	2.4
105	1,970	2,053	2,152	2,250	2,305	2,329	2,442	2,603	2,593	2,611	2,716	2,859	2,946	3,243	3,033	3,060	3,188	3,062	3,232	3,337	3,234	3.3	1.8	1.1	2.5	2.5
115	2,018	2,286	2,506	2,965	3,170	3,232	3,401	3,548	3,587	3,592	3,697	4,042	4,013	4,256	4,051	4,047	4,043	4,128	4,289	4,067	3,948	6.2	0.7	(0.5)	3.4	3.4
Total	241,388	242,810	246,130	273,839	287,342	295,564	306,765	321,939	326,504	330,117	345,595	359,914	370,623	385,275	375,967	376,550	381,271	375,695	375,594	363,885	377,896	3.7	0.9	0.1	2.3	2.3
Percent Change Over Prior Year	0.6	1.4	11.3	4.9	2.9	3.6	4.9	1.4	1.1	4.7	4.1	3.0	4.0	(2.4)	0.2	1.3	(1.5)	(0.0)	2.2	(1.5)						

(1) Interchanges 2 through 259 reflect those for the Mainline 1-761/276. Interchanges 31 through 115 correspond to those on the Northeast Extension I-476.

(2) A toll increase of 32% was implemented on June 1, 1991.

(3) A toll increase of 42.5% was implemented on August 1, 2004.

(4) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Turnpike 576 and Turnpike 43 from Unionville to Brownsville remained unchanged.

(5) A toll increase of 3% was implemented on January 3, 2010.

(6) Several changes have occurred at Gateway Plaza during this time period. It was converted from the western terminus of the ticket system to a barrier plaza on June 1, 2003.

(7) Once Gateway was converted to a barrier plaza, interchange 30, Warendale, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 28 at this time.

(8) An E-ZPass toll increase of 10% was implemented on January 2, 2011. Exceptions include Turnpike 576 and near the Pittsburgh International Airport where coin machine fares will not change.

Table 2-1 (Cont'd)
Commercial Vehicles - Ticket System (Including Gateway Plaza) - Average Daily Transactions
 Pennsylvania Turnpike System

Interchange (Milepost ⁽¹⁾)	Calendar Year																	Average Annual Percent Change									
	1991 ⁽²⁾	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004 ⁽³⁾	2005	2006	2007	2008	2009 ⁽⁴⁾	2010 ⁽⁵⁾	2011 ⁽⁶⁾	1991-01	2001-11	2006-11	1991-11		
2 ⁽⁶⁾	2,370	2,356	2,355	2,348	2,404	2,374	2,446	2,605	2,848	2,649	2,709	2,937	4,259	5,447	5,760	5,288	5,403	5,243	4,517	4,864	5,030	1.3	NA	NA	NA	3.8	
10 ⁽⁷⁾	10 ⁽⁷⁾																						1.3	NA	NA	NA	NA
13 ⁽⁷⁾	371	345	322	304	274	285	303	295	324	324	315	303										(1.6)	NA	NA	NA	NA	
28 ⁽⁷⁾	1,372	1,355	1,346	1,334	1,382	1,433	1,502	1,576	1,680	1,708	1,683	1,670										2.1	NA	NA	NA	NA	
30 ⁽⁷⁾																							NA	NA	(1.6)	NA	NA
39	389	388	390	391	412	413	437	472	519	526	521	523	513	536	552	527	571	544	565	552	530	3.0	0.6	0.9	1.8	1.8	
48	869	856	848	839	820	860	849	983	1,042	1,057	1,032	1,027	1,048	1,075	1,072	1,081	1,177	1,185	1,104	1,153	1,058	1.7	0.2	(0.4)	1.0	1.0	
57	1,321	1,206	1,216	1,344	1,381	1,419	1,471	1,534	1,635	1,662	1,663	1,694	1,591	1,653	1,680	1,706	1,735	1,636	1,498	1,590	1,606	2.3	(0.3)	(1.2)	1.0	1.0	
67	664	662	665	665	665	665	706	745	810	809	809	826	837	849	857	853	894	885	869	847	816	2.0	0.1	(0.9)	1.0	0.1	
75	3,292	3,239	3,206	3,164	3,300	3,400	3,548	3,789	4,059	4,138	4,066	4,161	4,255	4,345	4,348	4,389	4,478	4,389	3,902	3,854	3,828	2.1	(0.6)	(2.7)	0.8	0.8	
91	205	203	202	201	199	195	202	211	238	228	226	253	267	318	262	286	306	287	314	334	323	1.0	3.6	2.5	2.3	2.3	
110	658	639	624	608	651	674	691	725	808	750	712	734	729	729	710	715	743	738	652	669	690	0.8	(0.3)	(0.7)	0.2	0.2	
146	641	644	651	657	694	695	721	825	1,062	1,145	1,198	1,312	1,375	1,454	1,350	1,332	1,327	1,151	1,009	1,077	1,056	6.5	(1.3)	(4.5)	2.5	2.5	
161	1,908	1,918	1,939	1,955	2,041	2,115	2,208	2,390	2,711	2,729	2,672	2,753	2,840	2,888	2,902	2,835	2,910	2,616	2,261	2,440	2,431	3.4	(0.9)	(3.0)	1.2	1.2	
180	111	114	119	123	120	124	130	138	157	151	148	160	173	186	205	218	230	203	169	207	215	2.9	3.8	(0.2)	3.4	3.4	
189	99	93	88	83	81	89	90	95	102	104	98	100	108	106	106	107	108	96	85	100	101	(0.1)	0.3	(1.1)	0.1	0.1	
201	111	110	110	109	113	109	113	117	124	135	143	151	161	186	215	214	229	219	193	212	265	2.6	6.4	4.4	4.5	4.5	
226	2,316	2,286	2,269	2,247	2,560	2,619	2,454	2,799	3,030	3,072	3,121	3,196	3,359	3,471	3,430	3,483	3,548	3,350	2,893	2,886	2,889	3.0	(0.8)	(3.7)	1.1	1.1	
236	365	381	389	417	517	478	475	470	516	536	544	589	619	632	668	723	774	680	646	751	774	4.1	3.6	1.4	3.8	3.8	
242	529	536	546	555	638	629	656	695	771	802	813	866	995	1,070	1,119	1,154	1,194	1,243	1,146	1,105	1,100	4.4	3.1	(0.9)	3.7	3.7	
247	1,164	1,183	1,208	1,231	1,293	1,273	1,378	1,479	1,574	1,567	1,567	1,567	1,567	1,567	1,567	1,567	1,567	1,567	1,567	1,567	1,567	2.7	1.4	(1.2)	2.0	2.0	
266	285	285	285	285	285	285	316	358	400	389	418	482	498	501	518	538	549	523	469	486	482	3.9	1.4	(2.2)	2.7	2.7	
286	921	937	959	978	913	1,059	1,035	1,123	1,305	1,325	1,338	1,437	1,492	1,461	1,507	1,572	1,491	1,325	1,354	1,364	3.7	0.3	(2.0)	2.0	2.0		
298	548	576	610	645	679	690	829	881	966	967	965	1,004	1,146	1,160	1,187	1,188	1,084	936	963	995	6.0	0.1	(3.5)	1.0	1.0		
312	732	714	700	684	679	616	670	740	798	839	844	901	935	971	967	996	1,058	908	906	904	929	1.4	1.0	(1.4)	1.2	1.2	
326	2,437	2,341	2,085	2,182	2,269	2,375	2,485	2,670	2,708	2,727	2,868	2,894	3,137	3,360	3,408	3,486	3,446	3,190	2,802	3,118	3,105	1.6	0.8	(2.3)	1.2	1.2	
333	867	656	489	378	415	427	452	473	514	532	504	572	598	618	626	611	636	663	597	644	629	(5.3)	2.2	(0.6)	(1.6)	(1.6)	
339	899	927	960	992	1,005	1,035	1,062	1,152	1,200	1,198	1,227	1,323	1,373	1,408	1,453	1,424	1,403	1,343	1,260	1,329	1,417	3.2	1.5	(0.1)	2.3	2.3	
343	1,278	1,296	1,323	1,347	1,404	1,471	1,541	1,628	1,627	1,680	1,623	1,749	1,877	2,040	2,102	2,119	2,210	2,109	1,999	2,109	2,116	2.4	2.7	(0.0)	2.6	2.6	
351	2,368	2,342	2,328	2,308	2,355	2,371	2,569	2,691	2,814	2,881	2,880	3,071	3,204	3,268	3,338	3,374	3,397	3,384	3,111	3,178	3,151	2.0	0.9	(1.4)	1.4	1.4	
352	1,010	1,027	1,051	1,073	1,112	1,162	1,199	1,242	1,383	1,552	1,332	1,420	1,624	1,737	1,807	1,810	1,812	1,529	1,410	1,654	1,571	2.8	1.7	(2.8)	2.2	2.2	
358	2,436	2,312	2,206	2,099	2,125	2,179	2,240	2,364	2,510	2,716	2,722	2,971	3,296	3,613	3,754	3,790	3,949	4,137	3,768	3,474	3,389	1.1	2.2	(2.2)	1.7	1.7	
31	663	726	800	880	924	1,005	1,097	1,143	1,216	1,242	1,202	1,249	1,319	1,387	1,409	1,429	1,505	1,485	1,453	1,488	1,450	6.1	1.9	0.3	4.0	4.0	
44	399	416	438	459	480	495	541	615	646	678	633	689	842	869	897	951	990	958	929	965	943	4.7	4.1	(0.2)	4.4	4.4	
56	1,255	1,326	1,409	1,493	1,592	1,713	1,911	2,081	2,250	2,390	2,336	2,443	2,592	2,833	2,909	3,051	3,139	3,118	3,039	3,147	3,114	6.4	2.9	0.4	4.6	4.6	
74	250	258	268	278	311	342	357	396	406	429	418	461	465	496	526	546	596	484	480	527	536	5.3	2.5	(0.4)	3.9	3.9	
95	476	517	566	618	674	775	837	899	1,039	1,113	1,076	1,139	1,168	1,235	1,227	1,292	1,336	1,264	1,226	1,337	1,329	8.5	2.1	0.6	5.3	5.3	
105	97	100	104	108	107	114	122	899	131	141	142	165	176	205	209	210	218	400	396	200	209	3.9	3.9	(0.1)	3.9	3.9	
115	543	632	739	863	901	944	1,038	1,113	1,160	1,162	1,140	1,241	1,250	1,336	1,340	1,339	1,358	1,204	1,167	1,268	1,266	7.7	1.1	(1.0)	4.3	4.3	
Total	36,220	35,888	35,813	36,881	40,673	41,869	44,073	47,895	50,882	52,009	51,539	53,925	57,500	62,662	63,786	64,125	65,816	63,156	57,489	59,525	59,627	3.6	1.5	(1.4)	2.5	2.5	
Percent Change																											
Over Prior Year																											

(1) Interchanges 2 through 259 reflect these for the Mainline 1-761-276. Interchanges 31 through 115 correspond to those on the Northeast Extension 1-476.

(2) A toll increase of 32% was implemented on June 1, 1991.

(3) A toll increase of 42.5% was implemented on August 1, 2004.

(4) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Turnpike 576 and Turnpike 43 from Unionville to Brownsville remained unchanged.

(5) A toll increase of 3% was implemented on January 3, 2010.

(6) Several changes have occurred at Gateway Plaza during this time period. It was converted from the western terminus of the ticket system to a barrier plaza on June 1, 2003; at this time toll classifications were switched from weight based to axle based. On January 2, 2006, toll collection at the barrier location was converted from two-way to one-way collection.

(7) Once Gateway was converted to a barrier plaza, Interchange 30, Warrendale, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from Interchanges 10, 13 and 28 at this time.

(8) An E-Z-Pass toll increase of 3% and a cash toll increase of 10% was implemented on January 2, 2011. Exceptions include Turnpike 576 and near the Pittsburgh International Airport where coin machine lanes will not change.

Table 2-1 (Cont'd)
Total Vehicles - Ticket System (Including Gateway Plaza) - Average Daily Transactions
 Pennsylvania Turnpike System

Interchange (Milepost) ⁽¹⁾	Calendar Year																	Average Annual Percent Change								
	1991 ⁽²⁾	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004 ⁽³⁾	2005	2006	2007	2008	2009 ⁽⁴⁾	2010 ⁽⁵⁾	2011 ⁽⁶⁾	1991-01	2001-11	2006-11	1991-11	
2 ⁽⁸⁾	9,243	9,272	9,354	9,412	9,692	9,666	9,942	10,420	10,688	9,982	10,765	12,019	16,087	21,826	21,633	21,676	21,768	21,434	21,400	22,296	22,516	1.5	7.7	0.8	4.6	
10 ⁽⁷⁾	1,791	1,932	2,117	2,324	2,427	2,548	2,696	2,746														NA	NA	NA	NA	
13 ⁽⁷⁾	2,111	1,999	1,801	1,762	1,801	1,907	2,038	2,095	2,139	2,163												2.8	NA	NA	NA	
28 ⁽⁷⁾	8,786	8,800	8,865	8,908	9,211	9,665	10,071	10,767	11,069	11,107	11,633	11,853	9,239	14,791	14,609	14,791	15,445	15,468	15,228	15,178	15,140	2.6	0.3	0.6	1.5	
30 ⁽⁷⁾	4,408	4,401	4,419	4,426	4,465	4,692	4,920	5,299	5,522	5,465	5,701	5,709	5,961	5,953	5,706	5,709	6,188	6,198	6,039	6,092	6,085	2.2	(0.4)	(1.2)	0.9	
48	8,067	8,052	8,083	8,056	7,885	8,462	8,933	8,945	8,728	10,308	10,330	10,338	10,553	10,452	10,173	10,210	10,583	10,411	10,191	10,032	9,634	1.7	(0.6)	(1.2)	0.5	
57	16,942	16,830	16,930	17,107	17,288	17,520	18,171	18,625	19,261	19,444	20,000	20,040	20,361	20,251	19,767	19,996	19,933	19,941	19,981	19,042	18,778	2.0	(0.9)	(1.9)	0.6	
67	8,538	8,633	8,778	8,901	8,881	9,063	9,292	9,827	10,291	10,342	10,402	10,615	11,140	10,902	10,294	10,435	10,507	9,963	9,543	9,623	9,534	1.6	(0.7)	(1.7)	0.4	
75	11,077	10,868	10,725	10,555	11,446	11,879	12,498	13,743	12,934	13,527	13,650	13,650	13,650	13,537	13,228	13,168	13,284	12,912	12,334	12,404	12,074	1.6	(0.7)	(1.7)	0.4	
91	2,331	2,352	2,387	2,417	2,407	2,455	2,563	2,619	2,730	2,462	2,457	2,520	2,556	2,520	2,523	2,784	2,681	2,685	2,705	2,602	2,602	0.5	0.6	0.6	0.6	
110	2,602	2,588	2,590	2,586	2,675	2,699	2,721	2,794	2,724	2,598	2,623	2,766	2,789	2,676	2,602	2,642	2,810	2,857	2,755	2,805	2,849	0.1	0.8	1.5	0.5	
146	2,584	2,571	2,573	2,569	2,732	2,830	2,943	3,304	3,700	3,905	4,158	4,536	4,665	4,824	4,514	4,389	4,386	4,146	3,981	4,022	3,904	4.9	(0.6)	(2.2)	2.1	
161	7,315	7,132	6,986	6,848	7,150	7,329	7,646	8,087	8,549	8,557	9,003	9,352	9,661	9,601	9,419	9,191	9,126	8,621	8,617	8,702	8,485	2.1	(0.6)	(1.6)	0.8	
180	681	680	685	687	689	710	747	791	830	791	809	860	888	888	859	896	894	941	878	824	865	860	1.7	0.6	(0.9)	1.2
189	457	455	456	456	462	496	518	557	582	557	534	577	596	589	585	550	548	522	494	518	510	1.6	(0.4)	(1.5)	0.6	
201	541	549	561	571	590	609	634	666	681	709	734	812	831	865	863	872	891	832	796	854	899	3.1	2.1	0.6	2.6	
226	6,649	6,613	6,613	6,601	7,235	7,284	7,284	7,425	7,916	7,864	8,425	8,376	8,724	8,733	8,369	8,442	8,521	8,085	7,521	7,795	7,594	2.4	(1.0)	(2.1)	0.7	
236	3,037	3,107	3,196	3,279	4,016	4,143	3,974	4,111	4,405	4,575	4,716	5,149	5,422	5,428	5,235	5,285	5,435	5,319	5,116	5,825	5,657	4.5	1.8	1.4	3.2	
242	4,503	4,441	4,404	4,357	4,824	4,776	4,736	4,980	5,470	5,905	5,894	6,256	6,777	6,803	6,471	6,350	6,459	7,311	7,040	6,581	6,471	2.7	0.9	0.4	1.8	
247	8,328	8,365	8,449	8,513	8,901	9,262	9,369	9,688	10,392	10,960	10,642	11,306	11,936	12,066	11,612	11,407	11,765	11,680	11,064	12,227	11,896	2.5	1.1	0.8	1.8	
286	2,497	2,512	2,547	2,590	2,631	2,762	2,959	3,225	3,387	3,436	3,632	3,833	4,163	4,196	4,161	4,140	4,289	4,100	3,954	4,057	3,924	3.8	0.8	(1.1)	2.3	
286	5,671	5,824	6,015	6,198	6,431	6,403	6,788	7,076	7,219	7,547	7,797	7,992	8,391	8,699	8,430	8,691	8,989	8,551	8,235	8,291	8,130	3.2	0.4	(1.3)	1.8	
298	4,549	4,611	4,702	4,764	4,903	5,020	5,673	6,134	6,479	6,658	7,172	7,715	8,347	8,552	8,495	8,644	8,634	8,532	8,112	7,981	7,784	4.7	0.9	(0.5)	2.7	
312	7,171	7,301	7,475	7,634	7,749	7,938	7,981	8,578	9,159	9,663	10,281	10,909	11,355	11,426	11,259	11,544	12,069	11,543	11,039	11,297	11,244	3.7	0.9	(0.5)	2.3	
326	25,357	24,222	23,094	22,304	22,976	23,467	23,832	25,030	24,351	24,258	27,652	28,158	30,064	31,591	31,609	31,659	30,165	30,165	30,855	32,402	32,070	0.9	1.5	0.3	1.2	
333	12,940	11,386	10,091	8,831	9,390	9,723	10,364	10,810	11,179	11,117	11,839	12,473	12,895	13,204	12,487	12,086	11,948	12,511	12,501	12,810	12,722	(0.9)	0.7	1.1	(0.1)	
20	25,345	28,188	29,789	31,462	32,863	33,036	34,343	35,415	37,113	37,969	39,877	39,640	41,091	39,631	38,712	39,319	39,439	40,091	39,631	40,302	39,439	3.8	1.0	1.4	2.4	
340	15,372	16,189	17,146	18,117	19,184	19,370	19,874	21,337	21,231	21,165	22,283	22,703	23,513	23,422	23,162	22,984	22,606	21,655	22,249	24,302	24,683	3.0	1.1	1.1	2.1	
343	18,854	19,653	20,423	21,273	23,367	23,841	24,443	24,835	24,024	24,765	25,376	25,945	26,727	27,756	27,254	26,728	26,264	27,385	27,163	28,678	28,294	3.0	1.1	1.1	2.1	
351	24,035	24,337	24,786	25,184	26,716	27,121	28,254	28,947	29,903	29,546	30,533	31,627	32,707	33,352	32,900	32,807	33,315	32,700	32,307	32,868	31,321	2.4	0.3	(0.9)	1.3	
352	6,075	6,077	6,116	6,141	6,136	6,377	6,490	6,664	6,859	6,925	6,649	6,896	7,380	7,748	7,663	7,728	7,484	7,177	7,370	7,109	7,169	0.9	0.7	(1.9)	0.8	
358	16,549	16,338	16,226	16,078	16,373	16,774	17,069	17,676	17,960	18,281	19,071	19,736	20,828	21,689	21,598	21,425	21,676	21,411	20,712	20,729	20,235	1.4	0.6	(1.1)	1.0	
31	5,854	6,662	7,626	8,710	9,180	9,765	11,077	11,737	12,403	12,632	13,633	14,258	14,553	14,350	14,585	14,809	14,885	14,884	14,930	14,400	14,400	8.0	1.3	(0.1)	4.6	
44	4,540	4,774	5,053	5,336	5,567	5,639	6,136	6,865	7,172	7,368	7,326	7,669	8,220	8,796	8,848	9,099	9,225	9,271	9,328	9,443	9,100	4.9	2.2	0.0	3.5	
56	9,019	9,574	10,220	10,880	11,489	12,247	13,129	13,371	14,093	14,938	15,699	16,247	17,120	18,225	17,973	18,369	18,720	18,068	18,378	19,155	18,480	5.7	1.6	0.1	3.7	
74	2,801	2,927	3,077	3,227	3,370	3,603	3,809	4,105	4,291	4,326	4,555	4,794	4,907	5,188	5,088	5,204	5,393	5,295	5,204	5,249	5,116	5.0	1.2	(0.3)	3.1	
95	3,496	3,622	3,777	3,931	4,071	4,378	4,669	4,902	5,189	5,257	5,227	5,552	5,768	6,255	5,949	6,042	6,097	5,973	6,247	6,537	6,188	4.1	1.7	0.5	2.9	
105	2,067	2,153	2,256	2,358	2,412	2,443	2,564	4,902	2,724	2,752	2,858	3,024	3,122	3,448	3,242	3,269	3,406	3,463	3,627	3,537	3,443	3.3	1.9	1.0	2.6	
115	2,561	2,918	3,345	3,828	4,071	4,176	4,459	4,661	4,747	4,754	4,837	5,283	5,263	5,592	5,391	5,377	5,577	5,315	5,320	5,668	5,314	6.6	0.8	(0.6)	3.6	
Total	277,608	278,698	281,943	312,720	328,015	337,433	350,838	369,834	371,186	382,126	397,134	413,839	428,123	447,937	439,753	440,674	447,087	438,851	433,083	443,210	437,524	3.6	1.0	(0.1)	2.3	
Percent Change		0.4	1.2	10.9	4.9	2.9	4.0	5.4	2.0	1.3	3.9	4.2	3.5	4.6	(1.8)	0.2	1.5	(1.8)	(1.3)	2.3	(1.3)					
Over Prior Year																										

(1) Interchanges 2 through 259 reflect those for the Mainline I-76/I-276. Interchanges 31 through 115 correspond to those on the Northeast Extension I-476.
 (2) A toll increase of 32% was implemented on June 1, 1991.
 (3) A toll increase of 42.5% was implemented on August 1, 2004.
 (4) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Turnpike 576 and Turnpike 43 from Unionville to Brownsville remained unchanged.
 (5) A toll increase of 3% was implemented on January 3, 2010.
 (6) Several changes have occurred at Gateway Plaza during this time period. It was converted from the western terminus of the ticket system to a barrier plaza on June 1, 2003; at this time toll classifications were switched from weight based to axle based. On January 2, 2006, toll collection at the barrier location was converted from two-way to one-way collection.
 (7) Once Gateway was converted to a barrier plaza, Interchange 30, Warendale, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from Interchanges 10, 13, and 28 at this time.
 (8) An E-ZPass toll increase of 3% and a cash toll increase of 10% was implemented on January 2, 2011. Exceptions include Turnpike 576 and near the Pittsburgh International Airport where coin machine fares will not change.

Table 2-2
Passenger Cars - Barrier System - Average Daily Transactions
Pennsylvania Turnpike

Toll Location	Calendar Year											Average Annual Percent Change											
	1994	1995	1996	1997	1998	1999	2000	2001	2002 (1)	2003	2004 (2)	2005	2006	2007	2008	2009 ⁽³⁾	2010 (4)	2011 (9)	1994-01	2001-11	2006-11	1994-11	
Nonheess Extension I-476																							
Kelser Ave.	0	4,803	6,481	6,941	6,461	5,686	5,627	5,622	5,948	6,274	6,719	6,489	6,573	6,736	6,782	7,012	6,935	6,970	2.7	2.2	2.2	1.2	2.4
Clarks Summit	2,831	5,177	5,814	7,281	6,769	5,844	5,642	5,847	6,189	6,747	6,519	6,545	6,740	6,790	6,850	6,670	6,673	6,673	2.0	1.3	0.4	1.6	1.6
Subtotal	2,831	9,980	13,305	14,222	13,230	11,530	11,169	11,469	12,117	12,766	13,466	13,117	13,476	13,572	13,862	13,605	13,643	13,643	2.3	1.8	0.8	2.0	2.0
Turnpike I-376 (PA 60)(6,7)																							
East Toll 376	6,965	7,268	7,897	8,407	8,724	8,798	9,008	9,390	9,586	9,782	9,821	9,896	10,334	10,288	9,897	9,884	9,940	9,940	4.4	0.6	0.2	0.2	2.1
Beaver Falls Rte. 551	271	319	334	336	359	370	382	399					434	458	430	455	430	455	5.7	0.8	NA	2.8	2.8
Moravia Rte. 168	481	520	546	579	613	610	619	682					756	808	706	674	778	51	1.3	NA	2.9	2.9	
West Toll 376	3,915	4,130	4,614	4,964	5,192	5,298	5,481	5,866	6,021	6,176	6,385	6,812	7,047	7,524	7,633	7,617	7,738	7,632	5.9	2.7	1.6	4.0	4.0
Mt. Jackson Rte. 108	720	826	1,097	1,211	1,313	1,385	1,454	1,606					1,277	1,557	1,390	1,236	1,173	12.1	(3.1)	NA	2.9	2.9	
Subtotal	12,352	13,063	14,488	15,497	16,201	16,461	16,944	17,943	18,567	19,044	19,217	19,708	20,326	20,744	20,040	19,937	19,953	19,953	5.5	1.1	3.4	3.4	3.4
Turnpike 66 (6)																							
Rte. 136	295	303	368	413	437	469	478	518					217	597	806	727	742	731	8.4	3.5	27.4	5.5	5.5
AKH Mainline	5,754	6,411	7,259	8,091	8,911	8,860	9,283	9,613	10,044	10,476	10,868	11,123	12,053	12,308	12,327	12,114	12,276	11,947	7.6	2.2	(0.2)	4.4	4.4
Route 30	1,641	1,977	2,191	2,471	3,020	3,105	3,590	3,751					961	2,889	4,617	4,645	4,521	4,869	12.5	2.3	41.1	6.5	6.5
Route 130	822	873	1,017	1,190	1,123	966	883	1,001					226	1,880	1,370	1,397	1,469	1,469	2.9	3.8	45.3	3.4	3.4
Route 66	413	459	501	523	527	458	455	516					117	580	782	736	756	774	3.2	4.1	45.9	3.8	3.8
Subtotal	8,925	10,023	11,334	12,678	14,018	13,848	14,499	15,399	16,044	16,476	16,868	17,123	18,473	17,633	19,994	20,086	19,719	19,719	8.1	2.5	7.9	4.8	4.8
Turnpike 43 - Mon/Fayette Expressway (10)																							
Ramp M4								29	29	30	29	26	32	39	32	22	22	147	NA	17.6	35.4	NA	NA
M5																			NA	7.7	11.0	NA	NA
Ramp M15																			NA	NA	NA	NA	NA
Ramp M18																			NA	NA	NA	NA	NA
M19																			NA	NA	NA	NA	NA
M35 Callonia	5,436	5,942	6,714	7,314	6,643	7,312	8,274	8,437	5,582	2,728	9,365	9,366	9,754	10,224	10,530	10,318	10,515	10,407	6.5	2.1	1.3	3.9	3.9
Ramp M39								954	1,360	1,766	906	868	963	1,030	1,052	1,067	1,073	1,073	NA	1.2	2.2	NA	NA
Ramp M44											736	720	758	745	703	692	665	665	NA	NA	NA	NA	NA
Ramp M48											2,543	2,790	2,936	3,213	3,301	3,356	3,471	3,478	NA	NA	NA	NA	NA
M52											5,689	6,328	6,746	7,099	7,179	7,351	7,181	7,149	NA	NA	NA	NA	NA
Subtotal	5,436	5,942	6,714	7,314	6,643	7,312	8,274	11,079	8,698	12,006	21,789	22,489	23,602	24,381	25,273	24,931	25,307	30,266	10.7	10.6	5.1	10.6	10.6
Turnpike 576 (Southern Beltway)																							
SB Rte. 30													80	166	223	262	288	364	NA	NA	NA	35.6	NA
SB Westport Rd.													59	125	130	153	160	163	NA	NA	NA	22.5	NA
Rte. 22													533	2,914	3,320	3,727	3,897	4,135	NA	NA	NA	50.7	NA
Subtotal													671	3,204	3,673	4,142	4,355	4,662	NA	NA	NA	47.4	NA
All Barrier Facilities																							
Total	29,544	39,008	45,841	49,711	50,982	49,151	50,886	55,890	46,467	51,205	62,320	63,328	67,765	79,221	83,146	82,589	83,942	86,244	9.5	4.7	5.4	6.6	6.6
Percent Change Over Prior Year		32.0	17.5	8.4	0.8	(1.9)	3.5	9.8	(16.9)	10.2	21.7	1.6	7.0	16.9	5.0	(0.7)	1.5	5.2					

(1) 2002 traffic data is not available. It is estimated by averaging 2001 and 2003 traffic data.
 (2) New rates became effective Sunday, August 1, 2004. Rates were increased by 42.5%.
 (3) A toll increase of 25 % was implemented on January 4, 2009. Toll rates on Turnpike 576 and Turnpike 43 from Unionville to Brownsville remained unchanged.
 (4) A toll increase of 3% was implemented on January 3, 2010.
 (5) Average annual growth rate of Northeastern Facilities began in 1995.
 (6) Toll 60 (Turnpike 376) ramp counts were not available from 2002 to 2006.
 (7) On August 1, 2010, PA 60 was renamed Turnpike I-376.
 (8) Toll 66 ramp counts were not available from 2002 to 2006.
 (9) An E-ZPass toll increase of 3% and a cash toll increase of 10% was implemented on January 2, 2011. Exceptions include Turnpike 576, where coin machine fares will not change.
 (10) On July 11, 2011, the West Virginia section of Turnpike 43 was opened.

Table 2-2 (Cont'd)
Commercial Vehicles - Barrier System - Average Daily Transactions
Pennsylvania Turnpike

Toll Location	Calendar Year											Average Annual Percent Change										
	1994	1995	1996	1997	1998	1999	2000	2001	2002 (1)	2003	2004 (2)	2005	2006	2007	2008	2009 ⁽³⁾	2010 (4)	2011 (5)	1994-01	2001-11	2006-11	1994-11
Northeast Extension I-476																						
Keiser Ave.	0	762	1,113	1,163	1,038	936	919	892	905	918	938	1,092	1,227	1,408	1,363	1,306	1,365	1,492	2.2	5.3	4.0	4.1
Clarks Summit	480	941	1,272	1,349	1,255	1,125	1,118	1,142	1,049	967	931	1,038	1,112	1,162	1,096	1,047	1,082	1,149	3.3	0.1	0.7	1.3
Subtotal	480	1,723	2,385	2,512	2,293	2,061	2,037	2,034	1,954	1,875	1,869	2,130	2,339	2,570	2,459	2,353	2,447	2,641	2.8	2.6	2.5	2.7
Turmpike I-376 (PA 60)(6,7)																						
East Toll 376	719	819	996	1,110	1,147	1,263	1,301	1,359	1,332	1,304	1,328	1,353	1,311	1,490	1,548	1,342	1,506	1,621	9.5	1.8	4.3	4.9
Beaver Falls Rte. 551	35	34	39	44	45	52	51	65	65	65	65	65	36	39	31	48	69	92	9.2	(0.9)	NA	3.1
Moravia Rte. 168	36	60	72	93	91	86	93	144	874	874	874	874	96	145	60	73	92	219	21.9	(4.4)	NA	5.6
West Toll 376	409	491	614	681	725	793	863	874	872	870	911	915	988	1,133	1,170	1,034	1,196	1,211	11.5	3.3	4.0	6.6
Mt. Jackson Rte. 108	53	50	85	101	109	118	138	141	138	141	141	141	98	108	113	98	133	150	15.0	(0.6)	NA	5.6
Subtotal	1,252	1,454	1,796	2,029	2,117	2,311	2,446	2,553	2,204	2,174	2,239	2,268	2,309	2,854	3,010	2,580	2,921	3,116	10.9	1.9	6.2	5.5
Turmpike 66 (8)																						
Rte. 136	134	159	169	222	196	230	241	232	232	1743	1,813	1,818	1,872	1,935	2,070	2,146	2,010	2,261	8.2	(2.4)	7.7	1.8
AKH Mainline	908	1,024	1,215	1,457	1,518	1,552	1,729	1,673	1,743	1,813	1,818	1,872	1,935	2,070	2,146	2,010	2,261	2,333	9.1	3.4	3.8	5.7
Route 30	141	157	172	225	256	268	296	345	345	345	345	345	142	290	282	285	300	292	13.6	(1.7)	15.4	4.4
Route 130	56	29	30	35	38	50	67	75	75	75	75	75	17	38	29	30	26	26	4.3	(10.0)	9.0	(4.4)
Route 66	66	27	30	35	32	29	27	28	28	28	28	28	5	15	16	17	18	19	(11.5)	(3.6)	29.9	(7.0)
Subtotal	1,305	1,386	1,616	1,974	2,040	2,128	2,360	2,353	1,743	1,813	1,818	1,872	2,226	2,623	2,656	2,468	2,770	2,853	8.8	1.9	5.1	4.7
Turmpike 43 - Mont/Fayette Expressway (10)																						
Ramp M4																						
M5																						
Ramp M15																						
Ramp M18																						
M19																						
M35 California	227	248	280	305	277	305	345	352	218	84	314	303	321	394	478	532	573	574	6.5	5.0	12.4	5.6
Ramp M39																						
Ramp M44																						
Ramp M48																						
M52																						
Subtotal	227	248	280	305	277	305	345	503	396	382	724	697	707	779	971	1,025	1,322	1,607	12.0	12.3	17.9	12.2
Turmpike 576 (Southern Beltway)																						
SB Rte. 30																						
SB Westport Rd.																						
Rte. 22																						
Subtotal																						
Total	3,264	4,821	6,077	6,820	6,727	6,806	7,188	7,473	6,297	6,244	6,650	6,967	7,608	9,060	9,385	8,801	9,865	10,592	12.6	3.5	6.8	7.2
Percent Change Over Prior Year		47.7	26.1	12.2	(1.4)	1.2	5.6	4.0	(15.7)	(0.9)	6.5	4.8	9.2	19.1	3.6	(6.2)	12.1	7.4				

(1) 2002 traffic data is not available. It is estimated by averaging 2001 and 2003 traffic data.
 (2) New rates became effective Sunday, August 1, 2004. Rates were increased by 42.5%.
 (3) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Turmpike 576 and Turmpike 43 from Unionville to Brownsville remained unchanged.
 (4) A toll increase of 3% was implemented on January 3, 2010.
 (5) Average annual growth rate of Northeastern Facilities began in 1995.
 (6) Toll 60 (Turmpike 376) ramp counts were not available from 2002 to 2006.
 (7) On August 1, 2010, PA 60 was renamed Turmpike I-376.
 (8) Toll 66 ramp counts were not available from 2002 to 2006.
 (9) An E-2pass toll increase of 3% and a cash toll increase of 10% was implemented on January 2, 2011. Exceptions include Turmpike 576, where coin machine fares will not change.
 (10) On July 11, 2011, the West Virginia section of Turmpike 43 was opened.

Table 2-2 (Cont'd)
Total Vehicles - Barrier System - Average Daily Transactions
Pennsylvania Turnpike

Toll Location	Calendar Year												Average Annual Percent Change									
	1994	1995	1996	1997	1998	1999	2000	2001	2002 (1)	2003	2004 (2)	2005	2006	2007	2008	2009 ⁽³⁾	2010 (4)	2011 (5)	2001-11	2006-11	1994-11	
Keiser Ave.	0	5,585	7,604	8,104	7,499	6,622	6,446	6,514	6,853	7,192	7,657	7,581	7,800	8,144	8,144	8,318	8,300	8,462	2.6	2.7	1.6	2.6
Clarks Summit	3,311	6,118	8,086	8,630	8,024	6,969	6,760	6,989	7,219	7,449	7,678	7,567	7,656	7,933	7,887	7,897	7,752	7,822	2.2	1.1	0.4	1.5
Subtotal	3,311	11,703	15,690	16,734	15,523	13,591	13,206	13,503	14,072	14,641	15,335	15,138	15,456	16,047	16,031	16,215	16,052	16,284	2.4	1.9	1.0	2.1
Northeast Extension I-476																						
East Toll 376	7,684	8,087	8,863	9,517	9,871	10,061	10,309	10,749	10,917	11,086	11,149	11,249	11,165	11,824	11,836	11,239	11,390	11,561	4.9	0.7	0.7	2.4
Beaver Falls Rte. 551	306	353	373	380	404	422	433	464					471	497	461	503	490	480	6.1	0.5	NA	2.8
Moravia Rte. 168	517	580	618	672	704	695	712	826					863	953	766	747	869	869	6.9	0.5	NA	3.1
West Toll 376	4,324	4,621	5,228	5,645	5,917	6,091	6,344	6,740	6,893	7,046	7,296	7,727	8,044	8,658	8,803	8,651	8,934	8,844	6.5	2.8	1.9	4.3
Mt. Jackson Rte. 108	773	876	1,182	1,312	1,422	1,503	1,592	1,747					1,375	1,665	1,503	1,334	1,306	1,242	12.4	(2.9)	NA	3.1
Subtotal	13,604	14,517	16,284	17,526	18,318	18,772	19,390	20,526	17,811	18,132	18,445	18,976	19,210	23,180	23,754	22,620	22,908	23,070	6.1	1.2	3.7	3.2
Turnpike I-376 (PA 60)(6,7)																						
Rte. 136	429	462	535	633	633	659	719	760					343	808	989	873	907	914	8.3	2.0	21.6	4.5
AKH Mainline	6,662	7,435	8,474	9,538	10,429	10,402	11,012	11,286	11,787	12,288	12,676	12,995	13,986	14,378	14,473	14,124	14,537	14,280	7.8	2.4	0.4	4.6
Route 30	1,762	2,134	2,363	2,696	3,276	3,373	3,686	4,096					1,003	3,176	4,889	4,910	5,221	5,101	12.6	2.2	38.4	6.4
Route 130	676	902	1,047	1,225	1,161	1,016	960	1,076					243	1,286	1,389	1,400	1,423	1,465	2.9	3.3	43.7	3.1
Route 65	479	486	531	558	559	467	462	544					122	395	778	754	770	793	1.8	3.8	45.3	3.0
Subtotal	10,220	11,419	12,950	14,652	16,058	15,977	16,859	17,752	11,787	12,288	12,676	12,995	15,689	20,526	22,539	22,062	22,858	22,572	8.2	2.4	7.5	4.8
Turnpike 66 (6)																						
Ramp M4							31	31	31	30	28	33	40	34		23	23	151	NA	17.1	35.1	NA
M5							1,778	1,862	1,945	2,020	2,110	2,210	2,292	2,453	2,541	2,752	3,833	NA	8.0	11.6	NA	NA
Ramp M15																	13	115	NA	NA	NA	NA
Ramp M18																	120	244	NA	NA	NA	NA
M19																	457	3,845	NA	NA	NA	NA
M35 California	5,663	6,190	6,994	7,619	6,920	7,617	8,619	8,789	5,800	2,812	9,679	9,669	10,075	10,608	11,008	10,849	11,088	10,981	6.5	2.3	1.7	4.0
Ramp M39							984	1,401	1,819	929	891	969	1,067	1,085	1,107	1,118	718	718	NA	NA	(2.1)	NA
Ramp M43																	736	721	NA	NA	NA	NA
Ramp M48																	3,368	3,416	NA	NA	NA	NA
M52																	3,277	3,368	NA	NA	NA	NA
Subtotal	5,663	6,190	6,994	7,619	6,920	7,617	8,619	11,582	9,094	12,387	22,513	23,186	24,309	25,360	26,245	25,956	27,129	31,873	10.8	10.7	5.6	10.7
Turnpike 43 - Moni/Fayette Expressway (10)																						
Ramp M4							31	31	31	30	28	33	40	34		23	23	151	NA	17.1	35.1	NA
M5							1,778	1,862	1,945	2,020	2,110	2,210	2,292	2,453	2,541	2,752	3,833	NA	8.0	11.6	NA	NA
Ramp M15																	13	115	NA	NA	NA	NA
Ramp M18																	120	244	NA	NA	NA	NA
M19																	457	3,845	NA	NA	NA	NA
M35 California	5,663	6,190	6,994	7,619	6,920	7,617	8,619	8,789	5,800	2,812	9,679	9,669	10,075	10,608	11,008	10,849	11,088	10,981	6.5	2.3	1.7	4.0
Ramp M39							984	1,401	1,819	929	891	969	1,067	1,085	1,107	1,118	718	718	NA	NA	(2.1)	NA
Ramp M43																	3,368	3,416	NA	NA	NA	NA
Ramp M48																	3,277	3,368	NA	NA	NA	NA
M52																	3,277	3,368	NA	NA	NA	NA
Subtotal	5,663	6,190	6,994	7,619	6,920	7,617	8,619	11,582	9,094	12,387	22,513	23,186	24,309	25,360	26,245	25,956	27,129	31,873	10.8	10.7	5.6	10.7
Turnpike 576 (Southern Beltway)																						
SB Rte. 30							82	164	250	293	334	394	NA	NA	NA	NA	369	NA	NA	NA	NA	NA
SB Westport Rd.							60	131	144	209	218	196	NA	NA	NA	NA	267	NA	NA	NA	NA	NA
Rte. 22							557	3,124	3,589	4,014	4,208	4,447	NA	NA	NA	NA	515	NA	NA	NA	NA	NA
Subtotal							699	3,438	3,963	4,517	4,760	5,037	NA	NA	NA	NA	484	NA	NA	NA	NA	NA
All Barrier Facilities																						
Total	32,808	43,829	51,918	56,531	56,819	55,957	58,074	63,363	52,764	57,448	68,970	70,295	75,373	88,281	92,531	91,371	93,707	98,836	9.9	4.5	5.6	6.7
Percent Change Over Prior Year		33.6	18.5	8.9	0.5	(1.5)	3.8	9.1	(16.7)	8.9	20.1	1.9	7.2	17.1	4.8	(1.3)	2.6	5.5				

(1) 2002 traffic data is not available. It is estimated by averaging 2001 and 2003 traffic data.
 (2) New rates became effective Sunday, August 1, 2004. Rates were increased by 42.5%.
 (3) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Turnpike 576 and Turnpike 43 from Unionville to Brownsville remained unchanged.
 (4) A toll increase of 3% was implemented on January 3, 2010.
 (5) Average annual growth rate of Northeastern Facilities began in 1995.
 (6) Toll 60 (Turnpike 376) ramp counts were not available from 2002 to 2006.
 (7) On August 1, 2010, PA 60 was renamed Turnpike I-376.
 (8) Toll 66 ramp counts were not available from 2002 to 2006.
 (9) An E-ZPass toll increase of 3% and a cash toll increase of 10% was implemented on January 2, 2011. Exceptions include Turnpike 576, where coin machine fares will not change.
 (10) On July 11, 2011, the West Virginia section of Turnpike 43 was opened.

historically been adding additional lane miles and sometimes additional toll plazas. These facilities also tend to be on the fringe of urban areas and are benefiting from the increasing spread of development into their corridors. Lastly, two of the newest facilities, Turnpike 576 and the portion of Turnpike 43 from Uniontown to Brownsville were exempt from the toll increases implemented in 2009, 2010, and 2011.

Monthly Transactions and Gross Toll Revenue Trends

Table 2-3 provides monthly transactions on all facilities for FY 2007-08 through January FY 2011-12. The information is provided for passenger cars and commercial vehicles separately. Subtotals for June through January are also shown for each fiscal year to facilitate comparison with the eight month data set available for FY 2011-12. Similar to the longer term historical trends shown in Tables 2-1 and 2-2, the ticket system has exhibited generally lower growth compared to the barrier locations. The effects of the current negative economic climate are clearly shown in this data. What is especially clear, however, is that the biggest decline in transactions occurred between FY 2007-08 and FY 2008-09. During that year, total passenger-car transactions (shown on the third page of Table 2-3) declined by 0.9 percent and commercial-vehicle traffic declined by 7.4 percent. It should be pointed out that the January 2009 25 percent toll increase negatively impacted transactions during this period, but the biggest impact was due to the general economic climate.

In FY 2009-10, passenger-car transactions increased on the Turnpike System by 0.6 percent, while commercial vehicle transactions decreased for a second straight year by 2.8 percent. In FY 2010-11, both passenger cars and commercial vehicle transactions increased by 1.0 percent and 3.8 percent, respectively. This growth was attributed primarily to a slowly recovering economy. Thus growth was evidenced even though a toll increase of 3 percent was implemented in January 2011 for E-ZPass transactions and 10 percent for cash transactions. The most recent eight months of data (June 2011 through January 2012) show a decrease in system wide passenger-car transactions of negative 1.2 percent, and an increase in commercial vehicle transactions of 0.5 percent.

Figure 2-3 provides another perspective to recent transaction trends on the Pennsylvania Turnpike by comparing its experience with those of other toll facilities around the country. Monthly passenger-car and commercial-vehicle transaction trends are shown for the last five full calendar years for the Pennsylvania Turnpike System, the Oklahoma Turnpike System, the New Jersey Turnpike, and the Illinois Tollway System.

Two features are especially prominent in this figure. First are the nearly identical patterns exhibited by commercial vehicles over the last four years. Each of these facilities experienced peak negative impacts in 2009, with peak declines approaching 15 percent, and a return to positive growth in early 2010. Commercial vehicle growth in transactions continued through 2010, increasing by 5 to 10 percent per month over the prior year, with the exception of the New Jersey Turnpike where growth in commercial-vehicle transactions was less robust. In 2011 growth in both passenger-car and commercial-vehicle transactions has become less stable, either exhibiting months of negative growth over the prior year, or smaller positive increases than experienced in 2010.

The second interesting feature of these graphs is that each of the facilities had toll increases at different times during the five year period. Yet, the overall patterns of growth are nearly identical (especially for commercial vehicles) among all four facilities. This would indicate that the impact of

Table 2-3
 Pennsylvania Turnpike Monthly Transaction Trends By Facility and Vehicle Class
 Volumes in Thousands

Month	Passenger Cars				Commercial Vehicles				Total Vehicles																		
	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11	% Chg	2011-12	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11	% Chg	2011-12									
June	11,992	(3.6)	11,561	2.4	11,836	2.0	12,077	(2.1)	11,827	1,991	(4.8)	1,895	(7.1)	1,760	4.7	1,843	(0.9)	1,827	13,983	(3.8)	13,456	1.0	13,596	2.4	13,920	(1.9)	13,654
July	12,197	(0.8)	12,100	2.7	12,421	1.4	12,594	(3.5)	12,154	1,936	0.6	1,947	(8.9)	1,774	1.8	1,806	(4.8)	1,720	14,133	(0.6)	14,047	1.1	14,195	1.4	14,400	(3.7)	13,873
August	12,731	(1.8)	12,502	(0.6)	12,431	2.0	12,674	(5.0)	12,039	2,079	(8.5)	1,902	(8.6)	1,738	6.2	1,846	0.2	1,850	14,810	(2.7)	14,404	(1.6)	14,169	2.5	14,520	(4.3)	13,888
September	11,431	(3.6)	11,014	3.3	11,378	1.3	11,529	(2.3)	11,264	1,847	(0.6)	1,835	(6.6)	1,713	3.9	1,779	(1.0)	1,761	13,278	(3.2)	12,849	1.9	13,091	1.7	13,308	(2.1)	13,024
October	12,002	(1.3)	11,843	(0.7)	11,766	2.5	12,059	(3.7)	11,608	2,045	(6.5)	1,912	(8.7)	1,746	2.0	1,781	(0.9)	1,764	14,047	(2.1)	13,755	(1.8)	13,512	2.4	13,840	(3.4)	13,372
November	11,236	(2.8)	10,927	1.8	11,129	1.7	11,322	(1.5)	11,148	1,803	(3.4)	1,562	(1.9)	1,532	7.6	1,648	0.5	1,656	12,019	(4.2)	12,489	1.4	12,661	2.4	12,970	(1.3)	12,804
December	10,585	3.1	10,916	(1.6)	10,745	1.2	10,876	0.8	10,982	1,626	(3.7)	1,566	(1.7)	1,540	3.6	1,586	(1.2)	1,576	12,211	2.2	12,482	(1.6)	12,285	1.5	12,472	0.5	12,558
January	10,347	(5.1)	9,516	(12.6)	10,104	(4.5)	9,649	3.6	9,583	1,745	(4.7)	1,488	(2.5)	1,451	2.6	1,469	1.8	1,515	12,092	(6.5)	11,304	2.2	11,555	(11.6)	9,649	12.3	10,837
February	9,718	(3.0)	10,740	4.5	11,327	(1.9)	11,011			1,747	(8.6)	1,596	7.4	1,714	0.9	1,729			12,824	(3.8)	12,336	4.9	12,941	(1.6)	12,740		
March	11,077	1.2	11,205	1.6	11,387	(3.2)	11,020			1,897	(12.4)	1,662	4.5	1,736	(4.2)	1,664			12,974	(0.8)	12,867	2.0	13,123	(3.3)	12,684		
April	11,625	0.3	11,657	1.4	11,825	(2.7)	11,503			1,913	(12.2)	1,679	3.2	1,733	1.4	1,757			13,538	(1.5)	13,336	1.7	13,558	(2.2)	13,261		
May	136,918	(1.6)	133,797	0.6	134,570	0.9	135,722			22,253	(8.1)	20,449	(3.3)	19,765	3.1	20,368			158,271	(2.5)	154,246	0.1	154,335	1.1	156,090		
Total Year	92,521	(2.0)	90,679	1.2	91,810	1.1	92,780	(1.9)	90,984	15,072	(6.4)	14,107	(6.0)	13,254	4.0	13,788	(0.9)	13,669	107,593	(2.6)	104,786	0.3	105,064	1.4	106,568	(1.8)	104,663

Turnpike 43 - Mon/Fayette Expressway

Month	Passenger Cars				Commercial Vehicles				Total Vehicles																		
	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11	% Chg	2011-12	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11	% Chg	2011-12									
June	712	1.5	723	11.5	806	2.2	824	1.4	835	27	22.2	33	9.1	36	19.4	43	14.7	49	739	2.3	756	11.4	842	3.0	867	2.0	885
July	722	4.6	755	11.5	842	2.0	859	6.4	914	28	28.6	36	13.9	41	9.8	45	10.1	50	816	4.4	822	7.4	915	3.2	944	12.2	1,059
August	787	3.7	816	6.5	869	3.2	897	11.5	1,000	29	24.1	36	27.8	46	2.2	47	25.6	59	804	5.0	844	9.4	923	3.9	959	10.7	1,062
September	780	4.0	811	8.4	879	4.1	915	10.0	1,006	24	37.5	33	33.3	44	0.0	44	23.2	53	846	8.2	915	5.0	961	3.7	997	8.5	1,082
October	819	7.4	880	4.4	919	3.8	954	7.9	1,029	27	29.6	35	20.0	42	2.4	43	23.2	53	846	8.2	915	5.0	961	3.7	997	8.5	1,082
November	735	11.8	822	0.2	824	3.6	854	12.0	956	22	45.5	32	15.6	37	2.7	38	30.0	50	757	12.8	854	0.8	861	3.6	892	12.8	1,006
December	692	17.5	813	(2.1)	796	4.6	833	12.8	939	17	58.8	27	14.8	31	0.0	31	43.0	44	709	18.5	840	(1.5)	827	4.5	864	13.9	984
January	679	7.4	729	(1.0)	722	3.9	750	11.4	836	19	31.6	25	12.0	28	14.3	32	39.8	45	698	8.0	754	(0.5)	750	4.3	782	12.6	880
February	676	8.7	735	(9.9)	662	15.0	761			20	40.0	28	(14.3)	24	30.8	31			696	9.6	763	(10.1)	686	15.5	793		
March	715	14.5	819	5.1	861	(0.4)	858			21	52.4	32	21.9	39	13.4	44			736	15.6	851	5.8	900	0.2	902		
April	758	11.1	842	4.0	876	(1.6)	862			25	24.0	31	32.3	41	(4.3)	39			783	11.5	873	5.0	917	(1.7)	901		
May	749	8.5	813	2.8	836	0.6	841			29	6.9	31	29.0	40	9.4	44			778	8.5	844	3.8	876	1.0	885		
Total Year	8,624	8.3	9,558	3.5	9,892	3.2	10,208			288	31.6	379	18.5	449	7.3	482			9,112	9.1	9,937	4.1	10,341	3.4	10,680	9.9	7,921
June-Jan	5,926	7.1	6,349	4.9	6,657	3.4	6,886	9.2	7,516	193	33.2	257	18.7	305	5.9	323	25.3	405	6,119	8.0	6,606	5.4	6,962	3.5	7,209	9.9	7,921

(1) On January 3, 2009, a toll increase of 25% was implemented. Toll rates on Turnpike 576 and Turnpike 43 from Unionville to Brownsville remained unchanged.
 (2) On January 3, 2010, a toll increase of 3% was implemented on all toll facilities except Turnpike 576.
 (3) On January 2, 2011, a 3% E-ZPass and a 10% cash toll increase was implemented on all toll facilities except Turnpike 576.
 (4) On January 1, 2012, cash tolls were increased by 10% on all toll facilities except the Turnpike 576.
 (5) All six (6) Phase 1 projects of the Turnpike 43, Uniontown to Brownsville Project were completed in the fall of 2008. Phase 1 was open to traffic on October 30, 2008. This had positive traffic impacts on Turnpike 43.
 (6) February 2010 traffic was negatively impacted several times due to severe snowstorms.
 (7) January 2011 traffic was negatively impacted due to several winter storms.
 (8) On July 11, 2011, the West Virginia section of Turnpike 43 was completed.

Table 2-3 (Cont'd)
Pennsylvania Turnpike Monthly Transaction Trends By Facility and Vehicle Class
Volumes in Thousands

Month	Passenger Cars			Commercial Vehicles			Total Vehicles							
	2007-08	% Chg	2008-09	2009-10	% Chg	2010-11	2011-12	2007-08	% Chg	2008-09	2009-10	% Chg	2010-11	2011-12
June	538	10.8	596	2.0	608	2.0	620	608	1.9	608	16.5	92	16.5	90
July	547	12.8	617	0.8	622	3.4	643	614	(4.5)	614	82	11.0	91	(0.9)
August	577	11.3	647	(3.1)	622	4.3	649	631	(2.7)	631	78	23.1	96	2.7
September	565	7.4	607	(0.3)	605	4.5	632	612	(3.1)	612	83	4.8	87	(6.9)
October	640	0.0	640	(4.1)	614	5.0	645	623	(3.4)	623	86	(6.6)	84	6.0
November	587	(0.7)	583	(1.2)	576	3.5	596	586	(1.6)	586	77	(9.1)	70	1.4
December	579	5.0	608	(4.3)	582	1.9	593	588	(0.8)	588	63	3.2	65	4.6
January	542	(4.1)	520	(0.2)	519	(0.6)	516	528	2.3	528	70	(11.4)	62	4.8
February	516	(2.9)	501	(8.6)	458	9.4	501				67	(10.4)	60	(1.7)
March	573	(0.9)	568	4.9	596	(2.7)	580				71	(2.8)	69	10.1
April	594	(2.7)	578	4.3	603	(4.7)	574				83	(14.5)	71	18.3
May	611	(0.3)	609	1.8	620	(3.1)	601				84	(11.9)	74	17.6
Total Year	6,869	2.9	7,089	(0.6)	7,025	1.8	7,150	4,801	(1.9)	4,801	958	(4.9)	911	0.3
June-Jan	4,575	5.2	4,813	(1.4)	4,748	3.1	4,894				653	(2.5)	637	(4.6)

Month	Passenger Cars			Commercial Vehicles			Total Vehicles							
	2007-08	% Chg	2008-09	2009-10	% Chg	2010-11	2011-12	2007-08	% Chg	2008-09	2009-10	% Chg	2010-11	2011-12
June	429	1.4	435	1.1	440	(2.7)	428	435	1.7	435	77	1.3	78	8.4
July	511	1.2	517	11.4	576	(4.9)	548	549	0.2	549	80	3.8	83	3.6
August	552	3.3	570	6.1	605	(8.1)	556	522	(6.0)	522	88	(6.8)	82	4.9
September	427	(6.1)	401	10.0	441	(3.2)	427	419	(1.9)	419	79	1.3	80	(1.3)
October	420	2.6	431	(1.2)	426	4.9	447	444	(0.7)	444	80	(2.5)	78	(5.1)
November	391	0.8	394	1.5	400	4.0	416	407	(2.1)	407	66	(7.6)	61	0.0
December	332	7.8	358	(3.1)	347	1.2	351	367	4.6	367	60	1.7	61	(1.6)
January	297	(3.7)	286	0.0	286	0.7	288	295	2.6	295	65	(13.8)	56	3.6
February	286	1.0	289	(12.1)	254	8.7	276				63	(14.3)	54	(3.7)
March	355	(5.1)	337	3.0	347	(4.4)	332				65	(6.2)	61	9.8
April	397	0.8	400	(0.2)	399	1.9	407				78	(12.8)	68	1.5
May	455	0.7	458	(6.1)	430	7.9	464				83	(7.2)	77	(2.6)
Total Year	4,852	0.5	4,876	1.5	4,951	(0.2)	4,939				887	(5.4)	839	0.6
June-Jan	3,359	1.0	3,392	3.8	3,521	(1.7)	3,461	3,440	(0.6)	3,440	588	(3.2)	579	0.3

Month	Passenger Cars			Commercial Vehicles			Total Vehicles							
	2007-08	% Chg	2008-09	2009-10	% Chg	2010-11	2011-12	2007-08	% Chg	2008-09	2009-10	% Chg	2010-11	2011-12
June	429	1.4	435	1.1	440	(2.7)	428	435	1.7	435	77	1.3	78	8.4
July	511	1.2	517	11.4	576	(4.9)	548	549	0.2	549	80	3.8	83	3.6
August	552	3.3	570	6.1	605	(8.1)	556	522	(6.0)	522	88	(6.8)	82	4.9
September	427	(6.1)	401	10.0	441	(3.2)	427	419	(1.9)	419	79	1.3	80	(1.3)
October	420	2.6	431	(1.2)	426	4.9	447	444	(0.7)	444	80	(2.5)	78	(5.1)
November	391	0.8	394	1.5	400	4.0	416	407	(2.1)	407	66	(7.6)	61	0.0
December	332	7.8	358	(3.1)	347	1.2	351	367	4.6	367	60	1.7	61	(1.6)
January	297	(3.7)	286	0.0	286	0.7	288	295	2.6	295	65	(13.8)	56	3.6
February	286	1.0	289	(12.1)	254	8.7	276				63	(14.3)	54	(3.7)
March	355	(5.1)	337	3.0	347	(4.4)	332				65	(6.2)	61	9.8
April	397	0.8	400	(0.2)	399	1.9	407				78	(12.8)	68	1.5
May	455	0.7	458	(6.1)	430	7.9	464				83	(7.2)	77	(2.6)
Total Year	4,852	0.5	4,876	1.5	4,951	(0.2)	4,939				887	(5.4)	839	0.6
June-Jan	3,359	1.0	3,392	3.8	3,521	(1.7)	3,461	3,440	(0.6)	3,440	588	(3.2)	579	0.3

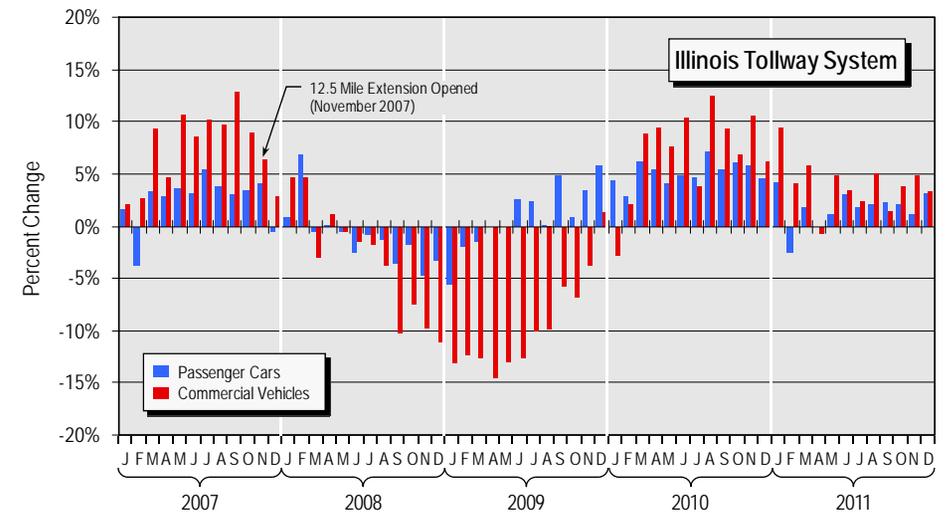
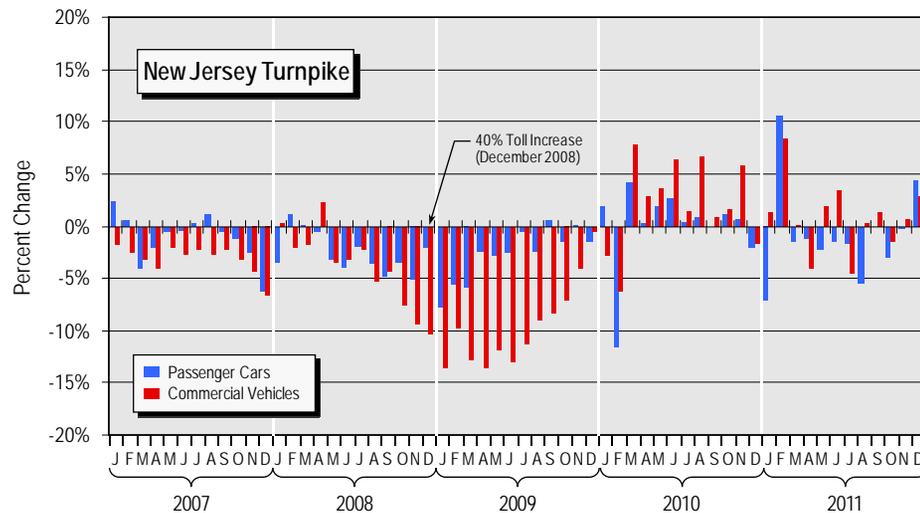
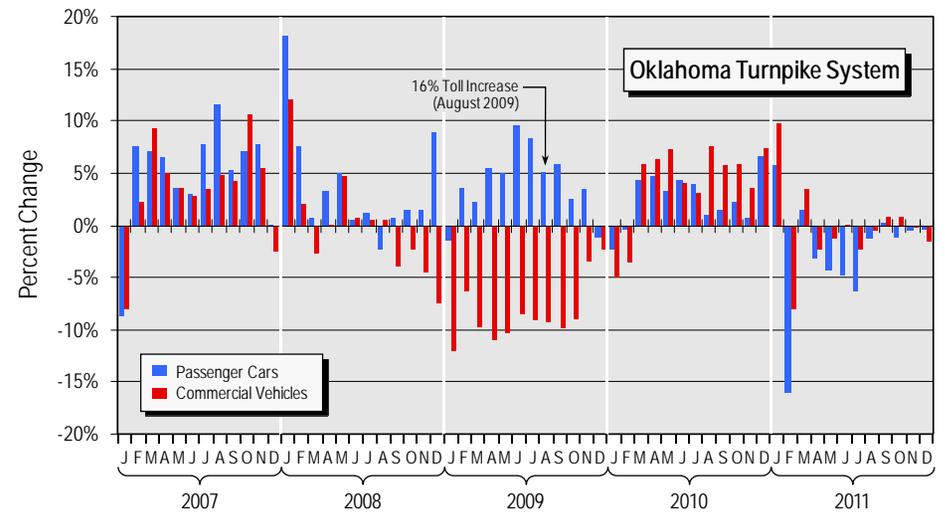
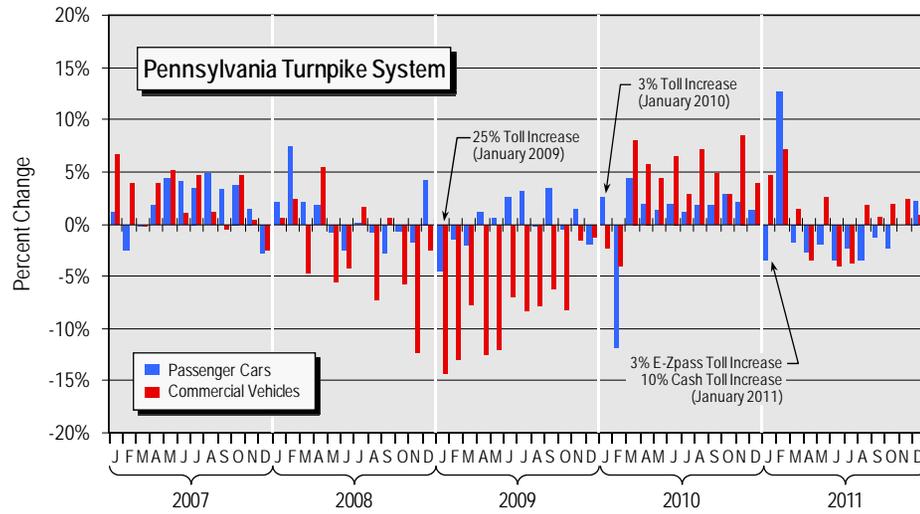
(1) On January 3, 2009, a toll increase of 25% was implemented. Toll rates on Turnpike 576 and Turnpike 43 from Unionville to Brownsville remained unchanged.
 (2) On January 3, 2010, a toll increase of 3% was implemented on all toll facilities except Turnpike 576.
 (3) On January 2, 2011, a 3% E-ZPass and a 10% cash toll increase was implemented on all toll facilities except Turnpike 576.
 (4) On January 1, 2012, cash tolls were increased by 10% on all toll facilities except the Turnpike 576.
 (5) All six (6) Phase 1 projects of the Turnpike 43, Uniontown to Brownsville Project were completed in the fall of 2008. Phase 1 was open to traffic on October 30, 2008. This had positive traffic impacts on Turnpike 43.
 (6) February 2010 traffic was negatively impacted several times due to severe snowstorms.
 (7) January 2011 traffic was negatively impacted due to several winter storms.
 (8) On July 11, 2011, the West Virginia section of Turnpike 43 was completed.

Table 2-3 (Cont'd)
 Pennsylvania Turnpike Monthly Transaction Trends By Facility and Vehicle Class
 Volumes in Thousands

Month	Passenger Cars				Commercial Vehicles				Total Vehicles									
	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11	% Chg	2011-12	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11	% Chg	2011-12
June	685	(2.4)	649	(1.4)	640	(1.1)	633	0.7	638	100	(2.0)	98	(14.3)	84	21.4	102	(0.2)	102
July	684	0.3	696	(3.3)	673	1.0	680	(0.9)	674	92	12.0	103	(15.5)	87	8.0	94	4.3	96
August	712	(1.1)	704	(5.1)	688	1.0	675	(1.6)	664	99	3.0	102	(13.7)	88	13.6	100	11.9	112
September	650	(2.9)	631	(1.4)	622	2.6	638	(3.9)	613	89	10.1	98	(14.3)	84	19.0	100	2.4	102
October	616	(1.8)	656	(1.8)	644	1.2	652	0.2	653	99	(2.0)	97	(13.4)	84	11.9	94	11.1	104
November	589	(3.7)	593	0.3	585	2.0	607	(3.5)	586	85	(11.8)	85	(11.8)	71	19.7	85	9.8	93
December	589	4.1	613	(4.9)	583	(2.6)	568	3.0	585	70	2.9	72	(6.9)	67	11.9	75	12.7	85
January	545	(8.4)	499	0.2	500	(1.2)	494	0.5	497	81	(18.5)	66	(1.5)	65	12.3	73	11.0	81
February	519	(4.2)	497	(10.9)	443	6.6	472			76	(17.1)	63	9.5	69	0.9	70		
March	596	(3.2)	577	0.3	579	(1.5)	571			81	(6.6)	74	13.5	84	5.9	89		
April	624	(5.0)	593	0.0	593	(0.3)	591			97	(21.6)	76	14.5	87	1.7	88		
May	655	(3.8)	630	(1.3)	622	1.2	630			99	(19.2)	80	12.5	90	9.2	98		
Total Year	7,533	(2.6)	7,338	(2.4)	7,162	0.7	7,211			1,068	(6.0)	1,004	(4.4)	960	11.3	1,088		
June-Jan	5,139	(1.9)	5,041	(2.3)	4,925	0.4	4,947	(0.8)	4,909	715	(0.6)	711	(11.4)	630	14.8	723	7.5	777

Month	Passenger Cars				Commercial Vehicles				Total Transactions									
	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11	% Chg	2011-12	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11	% Chg	2011-12
June	14,336	(2.6)	13,964	(2.6)	14,330	1.8	14,582	(1.6)	14,344	2,285	(4.2)	2,190	(7.0)	2,036	6.0	2,158	(0.2)	2,153
July	14,671	0.1	14,685	3.1	15,134	1.3	15,324	(2.7)	14,905	2,223	1.6	2,259	(8.4)	2,070	3.3	2,118	(3.6)	2,042
August	15,359	(0.8)	15,234	(0.3)	15,195	1.7	15,451	(3.8)	14,857	2,395	(7.3)	2,210	(7.9)	2,036	6.8	2,174	1.6	2,208
September	13,853	(2.8)	13,464	(0.6)	13,925	1.6	14,141	(1.6)	13,915	2,122	0.5	2,133	(2.0)	2,001	4.8	2,097	0.1	2,099
October	14,549	(0.7)	14,450	(0.6)	14,369	2.7	14,757	(2.7)	14,357	2,347	(5.8)	2,211	(8.2)	2,030	2.8	2,086	1.0	2,107
November	13,565	(1.8)	13,319	1.5	13,524	2.0	13,795	(0.8)	13,664	2,053	(12.3)	1,800	(1.6)	1,772	8.5	1,923	2.1	1,963
December	12,777	4.2	13,308	(1.9)	13,063	1.3	13,221	1.7	13,451	1,836	(2.5)	1,791	(1.4)	1,766	4.2	1,840	0.7	1,853
January	12,410	(4.5)	11,850	2.4	12,131	(3.6)	11,697	3.9	12,149	1,990	(14.3)	1,697	(1.8)	1,667	3.6	1,727	3.1	1,781
February	11,715	(1.5)	11,538	(12.1)	10,138	12.6	11,418			1,850	(13.0)	1,610	(4.8)	1,532	8.1	1,655		
March	13,316	(2.1)	13,041	4.4	13,610	(1.9)	13,351			1,985	(7.7)	1,832	8.1	1,980	1.6	2,012		
April	13,450	1.2	13,618	1.8	13,858	(2.9)	13,455			2,180	(12.5)	1,908	5.7	2,017	(3.5)	1,946		
May	14,095	0.5	14,167	1.2	14,333	(2.1)	14,039			2,208	(12.1)	1,941	4.3	2,025	3.5	2,076		
Total Year	164,096	(0.9)	162,638	0.6	163,600	1.0	165,231			25,464	(7.4)	23,582	(2.8)	22,932	3.8	23,813		
June-Jan	111,520	(1.1)	110,274	1.3	111,661	1.2	112,968	(1.2)	111,660	17,231	(5.5)	16,291	(5.6)	15,378	4.8	16,123	0.5	16,206

(1) On January 3, 2008, a toll increase of 25% was implemented. Toll rates on Turnpike 43 from Unionville to Brownsville remained unchanged.
 (2) On January 3, 2010, a toll increase of 3% was implemented on all toll facilities except Turnpike 576.
 (3) On January 2, 2011, a 3% E-ZPass and a 10% cash toll increase was implemented on all toll facilities except Turnpike 576.
 (4) On January 1, 2012, cash tolls were increased by 10% on all toll facilities except the Turnpike 576.
 (5) All six (6) Phase 1 projects of the Turnpike 43, Uniontown to Brownsville Project were completed in the fall of 2008. Phase 1 was open to traffic on October 30, 2008. This had positive traffic impacts on Turnpike 43.
 (6) February 2010 traffic was negatively impacted several times due to severe snowstorms.
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 (8) On July 11, 2011, the West Virginia section of Turnpike 43 was completed.



COMPARISON OF VARIOUS STATES' MONTHLY PASSENGER CAR AND COMMERCIAL VEHICLE TRANSACTION TRENDS

the toll rate increases have been minimal and totally eclipsed by the impact of the economic downturn.

Monthly gross toll revenue trends over the same time period are shown in Table 2-4 for each toll facility. The effects of the January 2009 25 percent toll increase are clearly evident in this data. For the total system, passenger-car revenue growth generally ranges between 20 percent and 30 percent in calendar year 2009 over calendar year 2008. Though positive, commercial-vehicle toll revenue growth over the same period was much lower due to the larger negative traffic impacts resulting from the economic downturn. The improved picture for commercial vehicles, however, is evident by largely consistent revenue growth throughout calendar years 2009, 2010 and 2011. On a system wide basis, total toll revenue increased by 3.1 percent in FY 2008-09, 12.5 percent in FY 2009-10, and 6.4 percent in FY 2012-11. Year to date in FY 2011-12 (June through January), total toll revenue has increased by 4.3 percent over the prior year. The increased toll revenues are partly attributed to the toll increases implemented in 2009, 2012 and 2011.

Thus far, in FY 2011-12, total gross toll revenue has increased by 4.3 percent (through January) over the prior fiscal year. During this time period, growth in commercial-vehicle revenue totaled 5.2 percent and passenger-car revenue increased by 3.7 percent. This data shows the increased growth in toll revenue due to the impacts of the toll increase implemented in January 2011, as toll revenue is growing faster than toll transactions. For example, the system wide commercial-vehicle toll revenue increased by 5.2 percent in FY 2011-12 (year-to-date) compared to the 0.5 percent increase in commercial-vehicle transactions. Similarly, total passenger-car revenue increased by 3.7 percent in FY 2011-12 (year-to-date) compared to the 1.2 percent decrease in passenger car transactions.

Table 2-5 further depicts the correlation between Turnpike performance and the general economic climate by comparing Turnpike System annual transactions with PA gross state product (GSP), Tri-State gross regional product (GRP) and U.S. gross domestic product (GDP) for 2009 through 2011. Commercial activity in each of the three regions along with Turnpike System transactions followed the same general pattern. As presented in Table 2-5, Turnpike System transactions decreased by 0.9 percent in 2009, mirroring the decrease in commercial activity in GDP (-3.5 percent), GRP (-2.9 percent), and GSP (-1.7 percent). As commercial activity increased in 2010, ranging from 3.0 to 4.0 percent increases among the different geographic areas, transactions also increased on the Turnpike System by 1.3 percent. In 2011, the rate of growth in commercial activity contracted sharply compared to 2010, particularly in the second and third quarters in the mid-Atlantic Region and the third and fourth quarter in Pennsylvania. During this time period, Turnpike transactions decreased by 1.1 percent for passenger cars, increased by 1.0 percent for commercial vehicles, and decreased by 0.9 percent for total

Annual Transaction and Gross Toll Revenue Trends

Table 2-6 provides a summary of annual Systemwide transactions and adjusted gross toll revenue trends from FY 1979-80 through FY 2010-11. Note that transactions and adjusted toll revenue in Table 2-6 reflect final audited Systemwide totals after adjustments and discounts attributable to the commercial volume-discount program described in more detail later in this chapter.

The Turnpike System has demonstrated consistent long term growth in transactions and toll revenue. Between FY 1979-80 and FY 1989-90, Turnpike transactions and adjusted toll revenue grew by an

Table 2-4
 Pennsylvania Turnpike Monthly Gross Toll Revenue Trends By Facility and Vehicle Class
 Revenue in Thousands

Month	Passenger Cars			Commercial Vehicles			Total Vehicles			
	2007-08 % Chg	2008-09 % Chg	2009-10 % Chg	2010-11 % Chg	2011-12	2007-08 % Chg	2008-09 % Chg	2009-10 % Chg	2010-11 % Chg	2011-12
June	\$28,665 (5.4)	\$27,110 (27.5)	\$34,578 (5.3)	\$36,414 (3.3)	\$37,602 (3.3)	\$53,379 (6.5)	\$50,434 (19.5)	\$60,252 (5.2)	\$63,409 (5.0)	\$66,573 (2.8)
July	29,935 (2.3)	29,244 (30.6)	38,194 (6.1)	40,507 (3.0)	41,736 (3.0)	54,143 (2.0)	53,068 (19.9)	63,642 (5.6)	67,189 (5.6)	69,100 (2.8)
August	31,655 (2.2)	30,872 (25.1)	38,760 (4.0)	40,319 (1.9)	39,538 (3.5)	57,709 (5.7)	54,411 (17.7)	64,036 (5.6)	67,647 (1.7)	68,796 (3.6)
September	26,218 (5.9)	24,682 (31.7)	32,509 (3.0)	33,684 (3.5)	34,758 (3.5)	49,934 (4.9)	47,469 (21.1)	57,488 (5.6)	60,717 (3.6)	62,900 (3.2)
October	26,410 (0.3)	26,482 (25.3)	33,193 (5.8)	35,102 (1.8)	35,750 (4.2)	52,338 (4.4)	49,959 (17.3)	58,578 (6.1)	62,126 (3.2)	64,109 (3.2)
November	25,673 (1.5)	25,296 (27.8)	32,323 (3.7)	33,523 (6.3)	34,946 (3.3)	48,538 (8.2)	44,563 (22.1)	54,430 (7.3)	58,419 (5.4)	61,557 (4.4)
December	23,564 (4.4)	24,612 (22.8)	30,228 (3.7)	31,351 (6.3)	33,328 (3.3)	44,757 (2.0)	43,856 (20.4)	52,796 (6.5)	56,241 (4.4)	58,734 (6.3)
January	21,183 (20.8)	25,598 (7.6)	27,544 (0.1)	27,567 (8.3)	29,864 (3.3)	44,111 (13.2)	48,608 (2.5)	49,831 (4.8)	52,225 (6.3)	55,521 (6.3)
February	19,687 (26.4)	24,894 (11.8)	21,952 (21.0)	26,554 (3.2)	28,980 (3.2)	41,191 (13.2)	46,610 (8.5)	42,649 (17.8)	50,228 (6.1)	50,631 (6.1)
March	23,622 (22.4)	28,925 (7.1)	30,880 (3.2)	31,980 (3.2)	31,980 (3.2)	46,988 (13.1)	53,104 (7.6)	57,124 (6.1)	60,631 (6.1)	60,631 (6.1)
April	23,981 (31.4)	31,511 (4.7)	33,002 (2.2)	33,735 (3.2)	33,735 (3.2)	47,549 (18.0)	56,115 (4.7)	58,755 (3.5)	60,796 (3.5)	60,796 (3.5)
May	26,706 (26.5)	33,794 (5.0)	35,494 (1.1)	35,870 (3.5)	35,870 (3.5)	50,303 (16.2)	58,451 (5.0)	61,350 (3.7)	63,647 (3.7)	63,647 (3.7)
Total Year	\$307,299 (8.4)	\$333,120 (16.7)	\$388,757 (4.6)	\$406,506 (4.6)	\$406,506 (4.6)	\$590,810 (2.7)	\$606,648 (12.2)	\$680,931 (6.2)	\$723,275 (6.2)	\$723,275 (6.2)
June-Jan	213,303 (0.3)	213,996 (24.9)	267,329 (4.1)	278,367 (3.3)	287,522 (3.3)	404,809 (3.1)	392,368 (17.5)	461,053 (5.8)	487,973 (4.0)	507,290 (4.0)

Month	Passenger Cars			Commercial Vehicles			Total Vehicles			
	2007-08 % Chg	2008-09 % Chg	2009-10 % Chg	2010-11 % Chg	2011-12	2007-08 % Chg	2008-09 % Chg	2009-10 % Chg	2010-11 % Chg	2011-12
June	\$549 (1.6)	\$558 (38.6)	\$779 (6.5)	\$830 (7.9)	\$896 (7.9)	\$609 (3.9)	\$633 (39.0)	\$880 (8.7)	\$957 (9.5)	\$1,048 (9.5)
July	558 (4.5)	583 (38.8)	815 (6.1)	865 (13.6)	982 (13.6)	620 (6.9)	663 (40.4)	931 (6.8)	994 (14.3)	1,136 (14.3)
August	608 (3.5)	629 (33.7)	841 (7.4)	903 (18.8)	1,076 (18.8)	671 (5.5)	708 (37.0)	970 (7.2)	1,040 (21.1)	1,259 (21.1)
September	600 (4.2)	625 (35.8)	849 (8.2)	919 (17.1)	1,096 (17.1)	685 (6.9)	700 (38.9)	972 (7.9)	1,049 (19.0)	1,248 (19.0)
October	632 (7.8)	681 (30.8)	891 (7.5)	958 (14.4)	1,096 (14.4)	694 (9.5)	700 (33.0)	1,011 (7.5)	1,087 (16.2)	1,263 (16.2)
November	570 (13.7)	648 (23.6)	801 (7.2)	859 (19.1)	1,023 (19.1)	620 (16.1)	720 (25.8)	906 (7.3)	972 (21.3)	1,179 (21.3)
December	537 (19.7)	643 (20.5)	775 (8.3)	839 (20.2)	1,008 (20.2)	577 (22.5)	707 (22.6)	867 (8.1)	937 (22.8)	1,150 (22.8)
January	525 (32.8)	697 (4.7)	730 (10.0)	803 (17.1)	940 (17.1)	570 (35.1)	770 (6.0)	816 (11.2)	907 (20.0)	1,089 (20.0)
February	522 (37.0)	715 (6.4)	669 (22.2)	818 (18.8)	940 (18.8)	570 (39.8)	797 (6.8)	743 (23.7)	919 (23.7)	1,089 (23.7)
March	554 (43.3)	794 (9.7)	871 (5.6)	920 (9.2)	920 (9.2)	602 (47.0)	885 (11.8)	989 (6.9)	1,057 (10.5)	1,057 (10.5)
April	596 (39.1)	815 (8.2)	882 (4.8)	925 (9.2)	925 (9.2)	644 (40.5)	905 (10.9)	1,004 (4.4)	1,048 (10.4)	1,048 (10.4)
May	580 (36.7)	787 (7.2)	844 (6.8)	902 (9.2)	902 (9.2)	646 (35.8)	877 (9.8)	963 (7.7)	1,037 (10.3)	1,037 (10.3)
Total Year	\$6,821 (19.9)	\$8,175 (19.2)	\$9,747 (8.1)	\$10,540 (8.1)	\$10,540 (8.1)	\$7,478 (22.0)	\$9,125 (21.1)	\$11,052 (8.6)	\$12,004 (8.6)	\$12,004 (8.6)
June-Jan	4,579 (10.6)	5,064 (28.0)	6,481 (7.6)	6,976 (16.0)	8,094 (16.0)	5,016 (12.9)	5,661 (29.9)	7,353 (8.0)	7,943 (18.0)	9,372 (18.0)

Turnpike 43 - Mon/Fayette Expressway

- (1) On January 3, 2009, a toll increase of 25% was implemented. Toll rates on Turnpike 576 and Turnpike 43 from Unionville to Brownsville remained unchanged.
- (2) On January 3, 2010, a toll increase of 3% was implemented on all toll facilities except Turnpike 576.
- (3) On January 2, 2011, a 3% E-ZPass and a 10% cash toll increase was implemented on all toll facilities except Turnpike 576.
- (4) On January 1, 2012, cash tolls were increased by 10% on all toll facilities except the Turnpike 576.
- (5) All six (6) Phase 1 projects of the Turnpike 43, Uniontown to Brownsville Project were completed in the fall of 2008. Phase 1 was open to traffic on October 30, 2008. This had positive traffic impacts on Turnpike 43.
- (6) February 2010 traffic was negatively impacted several times due to severe snowstorms.
- (7) February 2011 traffic was negatively impacted due to several winter storms.
- (8) On July 11, 2011, the West Virginia section of Turnpike 43 was completed.

Table 2-4 (Cont'd)
 Pennsylvania Turnpike Monthly Gross Toll Revenue Trends By Facility and Vehicle Class
 Revenue in Thousands

Month	Passenger Cars				Commercial Vehicles				Total Vehicles									
	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11	% Chg	2011-12	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11	% Chg	2011-12
June	\$484	8.5	\$525	27.4	\$689	6.3	\$711	4.8	\$746	\$232	(0.8)	\$230	12.6	\$259	21.6	\$315	4.3	\$328
July	482	10.4	543	26.5	687	7.6	739	2.1	795	230	3.0	237	13.1	268	14.9	308	7.6	331
August	514	10.3	567	21.2	687	8.6	746	3.7	774	236	(2.1)	231	11.3	257	29.6	333	9.3	364
September	502	6.6	535	25.0	669	8.4	725	3.4	750	213	9.4	233	13.3	264	23.5	326	6.1	346
October	564	(0.2)	563	20.4	678	9.1	740	2.8	761	256	(7.0)	238	17.6	280	10.0	308	19.0	366
November	516	(0.6)	513	23.8	635	7.2	681	5.5	718	205	(9.8)	185	27.0	235	17.0	275	23.0	338
December	507	4.9	532	19.9	638	5.6	674	8.1	729	170	0.6	171	34.5	230	3.1	251	15.2	289
January	475	17.7	559	5.4	589	6.6	628	7.3	674	194	2.6	199	12.6	224	17.0	262	9.2	286
February	451	22.4	552	(5.8)	520	17.5	611			184	10.3	203	(0.5)	202	19.6	241		
March	503	24.5	626	8.8	681	4.1	709			196	16.8	229	16.2	266	10.7	284		
April	521	22.5	638	8.2	690	1.8	703			222	2.7	228	26.8	289	(1.9)	283		
May	537	24.8	670	6.0	710	3.5	735			226	5.8	239	23.0	294	7.7	317		
Total Year	\$6,066	12.5	\$6,823	15.1	\$7,853	7.0	\$8,401			\$2,564	2.3	\$2,623	17.0	\$3,068	14.5	\$3,514		
June-Jan	4,054	7.0	4,337	21.1	5,252	7.5	5,644	4.6	5,905	1,736	(0.7)	1,724	17.0	2,017	17.9	2,378	11.4	2,650

Month	Passenger Cars				Commercial Vehicles				Total Vehicles									
	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11	% Chg	2011-12	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11	% Chg	2011-12
June	\$215	1.4	\$218	29.4	\$282	2.8	\$290	9.6	\$318	\$225	(2.2)	\$220	24.5	\$274	5.1	\$288	15.4	\$332
July	256	1.2	259	42.9	370	0.3	371	8.3	402	220	5.0	231	28.8	289	0.0	293	9.1	320
August	277	2.9	285	36.5	389	(3.3)	376	1.4	381	242	(6.6)	226	30.5	296	2.7	303	13.3	343
September	214	(6.1)	201	40.8	283	1.8	288	5.9	305	221	3.6	229	23.1	282	5.0	296	16.0	341
October	210	2.4	215	27.0	273	10.3	301	7.3	323	235	(3.0)	228	18.9	271	8.5	294	16.0	341
November	196	0.5	197	29.9	256	9.4	280	5.6	296	196	(6.1)	184	22.8	226	23.9	280	5.3	295
December	166	7.8	179	24.0	222	6.8	237	12.4	266	180	1.7	183	25.1	229	14.0	261	7.9	282
January	149	20.1	179	11.2	199	4.5	208	8.0	225	193	8.3	209	6.7	223	13.9	254	6.0	269
February	143	29.4	185	(7.6)	171	17.0	200			186	9.1	203	0.0	203	11.5	226		
March	177	22.0	216	8.8	235	2.7	241			195	17.9	230	14.8	264	1.7	269		
April	198	29.3	256	5.1	269	10.3	297			234	6.8	250	6.4	266	7.9	287		
May	228	28.9	294	(1.4)	290	16.8	339			236	16.1	274	0.4	275	26.8	349		
Total Year	\$2,429	10.5	\$2,684	20.7	\$3,239	5.8	\$3,428			\$2,563	4.1	\$2,667	16.3	\$3,101	9.6	\$3,400		
June-Jan	1,663	3.0	1,733	31.2	2,274	3.4	2,351	7.0	2,516	1,712	(0.1)	1,710	22.4	2,093	8.4	2,269	10.9	2,517

(1) On January 3, 2008, a toll increase of 25% was implemented. Toll rates on Turnpike 576 and Turnpike 43 from Unionville to Brownsville remained unchanged.
 (2) On January 3, 2010, a toll increase of 3% was implemented on all toll facilities except Turnpike 576.
 (3) On January 2, 2011, a 3% E2Pass and a 10% cash toll increase was implemented on all toll facilities except Turnpike 576.
 (4) On January 1, 2012, cash tolls were increased by 10% on all toll facilities except the Turnpike 576.
 (5) All six (6) Phase 1 projects of the Turnpike 43, Uniontown to Brownsville Project were completed in the fall of 2008. Phase 1 was open to traffic on October 30, 2008. This had positive traffic impacts on Turnpike 43.
 (6) February 2010 traffic was negatively impacted several times due to severe snowstorms.
 (7) February 2011 traffic was negatively impacted due to several winter storms.
 (8) On July 11, 2011, the West Virginia section of Turnpike 43 was completed.



Table 2-4 (Cont'd)
 Pennsylvania Turnpike Monthly Gross Toll Revenue Trends By Facility and Vehicle Class
 Revenue in Thousands

Month	Passenger Cars			Commercial Vehicles			Total Vehicles						
	2007-08	% Chg	2008-09	2008-10	% Chg	2010-11	% Chg	2009-10	% Chg	2010-11	% Chg	2011-12	
June	\$455	(2.6)	\$443	26.6	\$561	4.6	\$587	9.3	\$641	7.8	\$680	6.1	
July	475	(0.6)	478	23.4	631	6.9	631	7.8	680	1.76	12.5	6.1	
August	487	(0.6)	484	21.1	586	6.7	625	6.5	666	190	2.6	195	10.8
September	445	(2.7)	433	25.9	545	8.6	592	3.3	612	171	10.5	189	7.9
October	457	(1.5)	450	25.1	563	7.3	604	7.7	651	191	(2.1)	187	8.6
November	422	(3.8)	406	28.1	520	7.5	559	4.4	583	166	(12.7)	145	20.7
December	401	4.7	420	21.2	509	2.6	522	11.9	584	136	4.4	142	19.0
January	373	13.7	424	7.5	456	7.9	492	6.4	524	161	0.6	162	5.6
February	353	22.7	433	(6.7)	404	16.7	472			151	7.3	162	11.1
March	406	24.4	505	5.3	532	7.0	569			162	14.8	186	18.8
April	426	21.8	519	5.0	545	8.6	592			180	(1.6)	187	18.7
May	446	22.3	546	4.7	574	10.0	631			189	1.6	192	21.9
Total Year	\$5,148	7.7	\$5,543	15.2	\$6,385	7.7	\$6,877			\$2,092	1.9	\$2,131	13.1
June-Jan	3,515	0.7	3,538	22.4	4,330	6.5	4,612	7.1	4,941	1,400	0.3	1,404	10.6

Month	Passenger Cars			Commercial Vehicles			Total Transactions						
	2007-08	% Chg	2008-09	2008-10	% Chg	2010-11	% Chg	2009-10	% Chg	2010-11	% Chg	2011-12	
June	\$30,388	(5.0)	\$28,854	27.8	\$36,969	5.3	\$38,832	3.5	\$40,202	\$25,440	(5.5)	\$24,035	10.3
July	31,716	(1.9)	31,107	30.7	40,656	6.0	43,113	3.2	44,555	24,886	(1.1)	24,570	7.2
August	33,541	(1.8)	32,937	25.3	41,263	4.1	42,969	(1.2)	42,432	26,785	(9.8)	24,170	8.3
September	27,979	(5.4)	26,476	31.6	34,855	3.6	36,108	3.9	37,501	24,376	(3.5)	23,513	9.9
October	28,273	0.4	28,391	25.4	35,598	5.9	37,705	2.3	38,580	26,572	(8.9)	24,209	8.5
November	27,377	(1.2)	27,060	27.6	34,535	4.0	35,902	4.6	37,566	23,482	(15.5)	22,848	12.9
December	25,175	4.8	26,386	22.7	32,372	3.9	33,623	6.8	35,916	21,719	(8.8)	19,804	17.6
January	22,705	20.9	27,457	7.5	29,518	0.6	29,698	8.5	32,226	23,521	0.6	23,653	(2.8)
February	21,156	26.6	26,779	(11.4)	23,716	20.8	28,654			22,073	1.3	22,366	(4.5)
March	25,262	23.0	31,066	7.2	33,299	3.4	34,419			23,937	4.1	24,915	8.4
April	25,712	31.2	33,739	4.9	35,388	2.4	36,251			24,272	4.5	25,359	5.1
May	28,489	26.6	36,093	5.0	37,912	1.5	38,477			24,314	4.7	25,452	5.2
Total Year	\$327,763	8.7	\$356,345	16.7	\$415,981	4.8	\$435,751			\$291,387	(3.3)	\$281,899	7.2
June-Jan	227,134	0.7	228,668	24.9	285,666	4.3	297,950	3.7	308,978	196,791	(6.6)	183,807	9.0

(1) On January 3, 2009, a toll increase of 25% was implemented. Toll rates on Turnpike 576 and Turnpike 43 from Unionville to Brownsville remained unchanged.
 (2) On January 3, 2010, a toll increase of 3% was implemented on all toll facilities except Turnpike 576.
 (3) On January 2, 2011, a 3% E-ZPass and a 10% cash toll increase was implemented on all toll facilities except Turnpike 576.
 (4) On January 1, 2012, cash tolls were increased by 10% on all toll facilities except the Turnpike 576.
 (5) All six (6) Phase 1 projects of the Turnpike 43, Uniontown to Brownsville Project were completed in the fall of 2008. Phase 1 was open to traffic on October 30, 2008. This had positive traffic impacts on Turnpike 43.
 (6) February 2010 traffic was negatively impacted several times due to severe snowstorms.
 (7) January 2011 traffic was negatively impacted due to several winter storms.
 (8) On July 11, 2011, the West Virginia section of Turnpike 43 was completed.

Table 2-5
Near Term Measures of Commercial Activity and
Growth in Total Turnpike Transactions

Percent Change over Previous Year

Calendar Year	Gross Domestic Product Growth (1) (U.S.)	Gross Regional Product Growth (1) (NY, NJ, PA)	Gross State Product Growth (1) (PA)	PA Turnpike System Transaction Growth		
				Passenger Cars	Commercial Vehicles	All Vehicles
2009 (Actual)	(3.5)	(2.9)	(1.7)	0.2	(8.5)	(0.9)
1st Quarter	(4.5)	(7.6)	(3.3)			
2nd Quarter	(5.0)	(2.0)	(2.1)			
3rd Quarter	(3.7)	(1.3)	(1.3)			
4th Quarter	(0.5)	(0.4)	(0.1)			
2010 (Actual)	3.0	4.0	3.0	1.0	4.0	1.3
1st Quarter	2.2	5.4	2.1			
2nd Quarter	3.3	4.5	2.7			
3rd Quarter	3.5	3.9	4.6			
4th Quarter	3.1	2.1	2.7			
2011 (Actual)	1.7	0.5	1.2	(1.1)	1.0	(0.9)
1st Quarter	2.2	1.5	2.5			
2nd Quarter	1.6	(0.7)	1.3			
3rd Quarter	1.5	0.0	(0.0)			
4th Quarter	1.6	1.4	0.8			

(1) GDP percent changes are based on constant 2005 dollars. The data is from the US Bureau of Economic Analysis. The information was gathered from Moody's Economy.com baseline Forecast (February 2012).

Table 2-6
Annual Systemwide Traffic and Adjusted Gross Toll Revenue Trends
Pennsylvania Turnpike System
(in thousands)

Fiscal Year	Transactions						Adjusted Toll Revenue (7)					
	Cars	Percent Change	Trucks	Percent Change	Total	Percent Change	Cars	Percent Change	Trucks	Percent Change	Total	
		Over Prior Year		Over Prior Year		Over Prior Year		Over Prior Year		Over Prior Year		
1979-80	53,823		9,053		62,876		\$53,818		\$52,823		\$106,641	
1980-81	56,149	4.3	8,865	(2.1)	65,014	3.4	57,098	6.1	52,930	0.2	110,028	
1981-82	59,468	5.9	9,069	2.3	68,537	5.4	60,227	5.5	55,264	4.4	115,491	
1982-83	62,908	5.8	9,088	0.2	71,996	5.0	63,529	5.5	55,162	(0.2)	118,691	
1983-84	65,398	4.0	10,234	12.6	75,632	5.1	65,849	3.7	63,510	15.1	129,359	
1984-85	69,919	6.9	11,081	8.3	81,000	7.1	69,965	6.3	69,516	9.5	139,481	
1985-86	73,926	5.7	11,790	6.4	85,716	5.8	73,616	5.2	74,729	7.5	148,345	
1986-87 (1)	75,255	1.8	11,981	1.6	87,236	1.8	84,025	14.1	84,220	12.7	168,245	
1987-88	78,434	4.2	12,747	6.4	91,181	4.5	103,741	23.5	101,477	20.5	205,218	
1988-89	83,771	6.8	13,604	6.7	97,375	6.8	110,781	6.8	109,499	7.9	220,280	
1989-90	86,650	3.4	13,442	(1.2)	100,092	2.8	114,269	3.1	107,599	(1.7)	221,868	
1990-91	89,040	2.8	13,027	(3.1)	102,067	2.0	116,579	2.0	102,833	(4.4)	219,412	
1991-92 (2)	89,499	0.5	12,178	(6.5)	101,677	(0.4)	150,158	28.8	118,337	15.1	268,495	
1992-93	96,953	8.3	13,061	7.3	110,014	8.2	153,394	2.2	123,393	4.3	276,787	
1993-94	106,708	10.1	14,261	9.2	120,969	10.0	158,053	3.0	122,846	(0.4)	280,899	
1994-95	114,033	6.9	15,620	9.5	129,653	7.2	165,850	4.9	131,749	7.2	297,599	
1995-96	121,911	6.9	16,719	7.0	138,630	6.9	172,339	3.9	136,269	3.4	308,608	
1996-97	126,654	3.9	17,479	4.5	144,133	4.0	179,303	4.0	140,837	3.4	320,140	
1997-98	132,472	4.6	18,627	6.6	151,099	4.8	186,290	3.9	149,036	5.8	335,326	
1998-99	136,399	3.0	19,833	6.5	156,232	3.4	191,804	3.0	158,761	6.5	350,565	
1999-00	138,762	1.7	21,341	7.6	160,103	2.5	195,301	1.8	172,035	8.4	367,336	
2000-01	141,033	1.6	21,278	(0.3)	162,311	1.4	193,563	(0.9)	172,337	0.2	365,900	
2001-02	150,496	6.7	22,298	4.8	172,794	6.5	212,650	9.9	163,101	(5.4)	375,751	
2002-03	156,220	3.8	23,179	4.0	179,399	3.8	219,201	3.1	168,021	3.0	387,222	
2003-04	163,612	4.7	24,407	5.3	188,019	4.8	228,515	4.2	180,229	7.3	408,744	
2004-05 (3)	163,316	(0.2)	25,109	2.9	188,425	0.2	309,032	35.2	236,126	31.0	545,158	
2005-06	160,590	(1.7)	25,311	0.8	185,901	(1.3)	321,268	4.0	267,369	13.2	588,637	
2006-07	160,107	(0.3)	25,316	0.0	185,423	(0.3)	322,781	0.5	269,861	0.9	592,642	
2007-08	164,097	2.5	25,455	0.5	189,552	2.2	332,035	2.9	265,637	(1.6)	597,672	
2008-09 (4)	162,638	(0.9)	23,583	(7.4)	186,220	(1.8)	356,345	7.3	260,047	(2.1)	616,392	
2009-10 (5)	163,599	0.6	22,933	(2.8)	186,531	0.2	415,981	16.7	277,789	6.8	693,770	
2010-11 (6)	165,230	1.0	23,812	3.8	189,042	1.3	435,752	4.8	303,535	9.3	739,286	

Average Annual Percent Change

Fiscal Year	Transactions			Adjusted Gross Toll Revenue (7)		
	Cars	Trucks	Total	Cars	Trucks	Total
FY 1979-80 - FY 1989-90	4.9	4.0	4.8	7.8	7.4	7.6
FY 1989-90 - FY 1999-00	4.8	4.7	4.8	5.5	4.8	5.2
FY 1999-00 - FY 2010-11	1.6	1.0	1.5	7.6	5.3	6.6
FY 1979-80 - FY 2010-11	3.7	3.2	3.6	7.0	5.8	6.4

(1) A toll increase of 30% was implemented on January 2, 1987.

(2) A toll increase of 30% was implemented on June 1, 1991.

(3) A toll increase of 42.5% was implemented on August 1, 2004.

(4) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Turnpike 576 and Turnpike 43 from Unionville to Brownsville remained unchanged.

(5) A toll increase of 3% was implemented on January 3, 2010.

(6) An E-ZPass toll increase of 3% and a cash toll increase of 10% was implemented on January 2, 2011, except for Turnpike 576 where the toll rates did not increase.

(7) The toll revenue includes the adjustments associated with the commercial volume-discount program.

average annual rate of 4.8 percent and 7.6 percent, respectively. Similarly, between FY 1989-90 and FY 1999-00, Turnpike transactions and adjusted gross toll revenue grew by average annual rates of 4.8 percent and 5.2 percent, respectively. Over the most recent eleven-year period from FY 1999-00 through FY 2010-11, Turnpike transaction growth slowed to average annual rate of 1.5 percent per year. Conversely, adjusted toll revenue grew by an average annual rate of 6.6 percent per year during the same eleven-year period.

Figure 2-4 illustrates Turnpike System historical transactions and adjusted gross toll revenue on an annual basis from FY 1979-80 to FY 2010-11. Toll increases are represented by a black star over the fiscal year in which the increase was implemented and the nature of the rate increases are detailed in the text box within the revenue chart on the upper half of the page.

E-ZPass Market Share

Table 2-7 shows the historical growth in E-ZPass transactions as a percent of total toll transactions on the Turnpike System. Over the past eight years, passenger-car E-ZPass market share has increased from 31.9 percent to 57.5 percent of total toll transactions. Commercial-vehicle market share growth has been even greater, increasing from 40.1 percent in FY 2003-04 to 77.7 percent in FY 2010-11. As expected, the predominant trend in E-ZPass market share between FY 2003-04 and FY 2009-10 is one of progressively smaller year-over-year increases. FY 2010-11 represented a departure from this prevailing trend and was due to the January 2, 2011 toll increase (3 percent E-ZPass, 10 percent cash) which introduced a toll rate differential favorable to Turnpike E-ZPass customers for the first time. A toll rate increase of 10 percent for cash customers only was implemented January 1, 2012, further incentivizing E-ZPass participation.

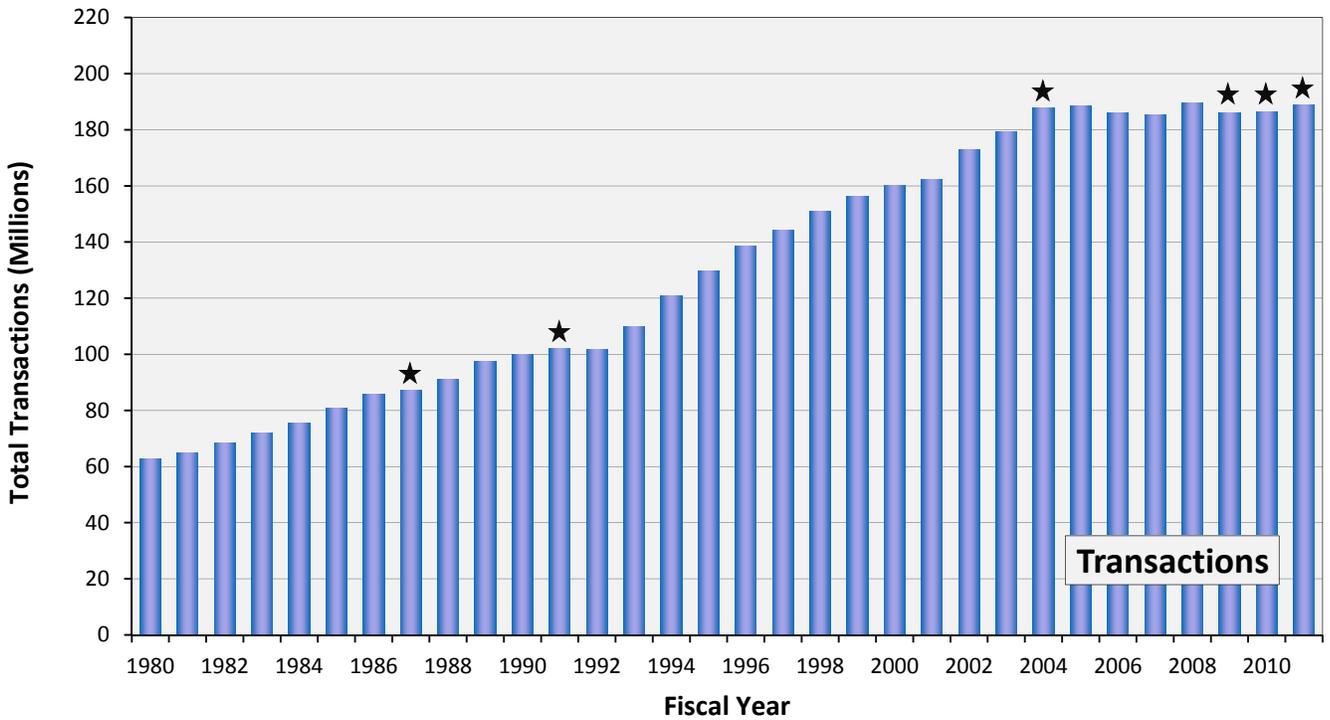
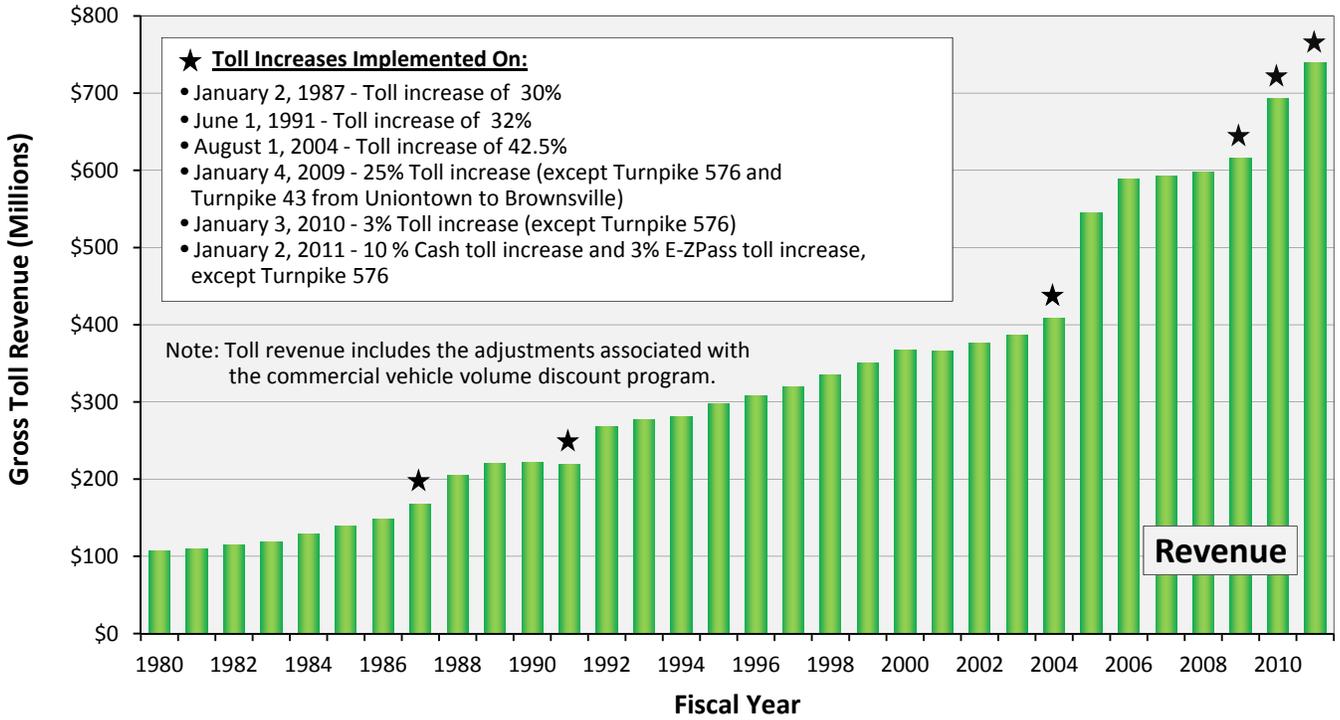
Table 2-8 presents monthly E-ZPass market share trends on the Ticket System for calendar years 2008 through 2011. It is apparent from a comparison of Tables 2-7 and 2-8 that the E-ZPass participation is higher on the Ticket System than on the Turnpike System as a whole. Table 2-8 presents the percent monthly and annual E-ZPass market shares, and the percentage point difference between the annual E-ZPass market share compared to the prior year. The E-ZPass market share for passenger cars increased by 2.7 percentage points in 2009, 2.5 points in 2010, and 4.3 points in 2011. The increase of 4.3 percentage points in 2011 was due to toll increase implemented on January 2 that introduced for the first time a toll differential between cash and E-ZPass. That toll increase instituted a 7 percent increase in most cash rates compared to the E-ZPass rate. The E-ZPass market share for commercial vehicles increased by 2.1 percentage points in 2009, 1.2 points in 2010, and 2.2 points in 2011.

Historical Toll Rate Increases and Changes to the Commercial Volume Discount Program

This section describes toll rate increases that have been implemented in the past. In addition, recent changes to the PTC's commercial vehicle volume-discount program are discussed.

Toll Rate Increases

Table 2-9 provides a historical summary of toll rate increases on the Turnpike from 1987 to the most recent increase implemented on January 1, 2012. Rate increases are presented as a percent increase over the previous toll rate and by payment method. The four rate increases implemented between



PENNSYLVANIA TURNPIKE SYSTEM HISTORICAL TRANSACTIONS AND ADJUSTED GROSS TOLL REVENUE



Table 2-7
Annual Percent E-ZPass Market Shares
Based on Transactions
Pennsylvania Turnpike System

Fiscal Year	Percent E-ZPass By Vehicle Class		
	Passenger Cars	Commercial Vehicles	Total
2003-04 ⁽¹⁾	31.9%	40.1%	33.0%
2004-05	36.4	49.1	38.1
2005-06	40.4	60.2	43.2
2006-07	44.3	67.9	47.6
2007-08	46.8	71.1	50.1
2008-09 ⁽²⁾	50.4	74.3	53.4
2009-10 ⁽³⁾	53.9	76.1	56.6
2010-11 ⁽⁴⁾	57.5	77.7	60.1

(1) A toll increase of 42.5% was implemented on August 1, 2004.

(2) A toll increase of 25% was implemented on January 4, 2009, except for Turnpike 576 and Turnpike 43 from Unionville to Brownsville, where toll rates did not increase.

(3) A toll increase of 3% was implemented on January 3, 2010, except for Turnpike 576.

(4) An E-ZPass toll increase of 3% and a cash toll increase of 10% was implemented on January 2, 2011, except for Turnpike 576 where toll rates did not increase.

Source: Pennsylvania Turnpike Commission

Table 2-8
Monthly E-ZPass Market Shares: Ticket System
Based on Transactions
Pennsylvania Turnpike System

Month	Percent E-ZPass By Vehicle Class											
	Passenger Cars				Commercial Vehicles				Total			
	2008	2009 ⁽¹⁾	2010 ⁽²⁾	2011 ⁽³⁾	2008	2009 ⁽¹⁾	2010 ⁽²⁾	2011 ⁽³⁾	2008	2009 ⁽¹⁾	2010 ⁽²⁾	2011 ⁽³⁾
January	55.3%	57.3%	60.0%	64.0%	75.2%	77.6%	79.1%	80.5%	58.2%	60.0%	62.4%	66.2%
February	55.3	57.9	60.6	64.6	74.8	77.5	78.6	80.6	58.0	60.4	63.1	66.7
March	53.6	57.1	59.8	64.2	74.2	76.9	77.8	80.1	56.4	59.6	62.2	66.4
April	54.3	56.3	58.6	62.9	73.8	76.3	77.1	79.2	57.2	58.9	61.0	65.1
May	52.8	55.1	57.4	62.4	73.1	75.2	76.0	78.6	55.6	57.6	59.8	64.5
June	51.6	54.6	57.1	61.6	72.6	74.8	76.0	78.4	54.5	57.3	59.6	63.8
July	50.6	53.1	55.1	59.1	72.5	74.5	75.6	77.7	53.6	55.8	57.7	61.4
August	50.2	53.4	56.5	61.4	72.4	74.3	75.9	78.4	53.1	55.9	59.0	63.7
September	54.2	56.4	59.1	63.1	73.7	75.4	76.9	78.9	57.0	58.9	61.4	65.3
October	54.7	57.4	59.4	63.8	74.5	76.4	77.2	79.5	57.4	59.8	61.7	65.9
November	54.2	57.3	60.3	64.3	75.4	77.3	78.8	80.5	56.8	59.8	62.7	66.4
December	54.7	58.1	60.9	64.4	76.5	78.3	79.7	81.6	57.4	60.6	63.3	66.5
Total	53.4%	56.1%	58.6%	62.9%	74.0%	76.1%	77.3%	79.5%	56.2%	58.6%	61.0%	65.1%
Percentage Point Difference Over Prior Year		2.7	2.5	4.3		2.1	1.2	2.2		2.4	2.4	4.1

(1) A toll increase of 25% was implemented on January 4, 2009, except for Turnpike 576 and Turnpike 43 from Uniontown to Brownsville, where the toll rates did not increase.

(2) A toll increase of 3% was implemented on January 3, 2010, except for Turnpike 576.

(3) An E-ZPass toll increase of 3% and a cash toll increase of 10% was implemented on January 2, 2011, except for Turnpike 576 where the toll rates did not increase.

Source: Pennsylvania Turnpike Commission

Table 2-9
Historical Toll Rate Increases
Pennsylvania Turnpike

Date	Percent Increase		Comment
	Cash	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 Turnpike 576 or Turnpike 43 between Uniontown and Brownsville
1/3/2010	3.0	3.0	No increase on Turnpike 576
1/2/2011	10.0	3.0	No increase on Turnpike 576
1/1/2012	10.0	0.0	No toll increase on Turnpike 576

1987 and 2009 ranged from 25.0 percent to 42.5 percent and were implemented in irregular intervals. The Pennsylvania Turnpike Commission has increased tolls annually since 2009.

As previously discussed, the January 2, 2011 rate increase (3 percent E-ZPass, 10 percent cash) introduced a toll rate differential favorable to Turnpike E-ZPass customers for the first time. The rate increase implemented January 1, 2012 (10 percent cash only) increased the differential; further incentivizing E-ZPass participation.

Figure 2-5 illustrates a comparison of 2012 passenger-car per-mile toll rates for a through trip on thirty-five U.S. toll facilities. The Pennsylvania Turnpike is represented by a through trip on the Mainline I-77/I-276, which is highlighted in yellow. At 9.2 cents per mile, Mainline I-76/I-276 compares favorably to the nearby New Jersey Turnpike (11.3 cents per mile) and to the median per mile rate (12.2 cents per mile) for the facilities presented.

Recent Changes to the 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 following discounts based on the amount of their monthly tolls:

- \$1,000.00 - \$5,000.00 in monthly tolls are eligible for a 10 percent discount;
- \$5,000.01 - \$10,000.00 in monthly tolls are eligible for a 15 percent discount; and
- \$10,000.01 and over are eligible for a 20 percent discount in tolls.

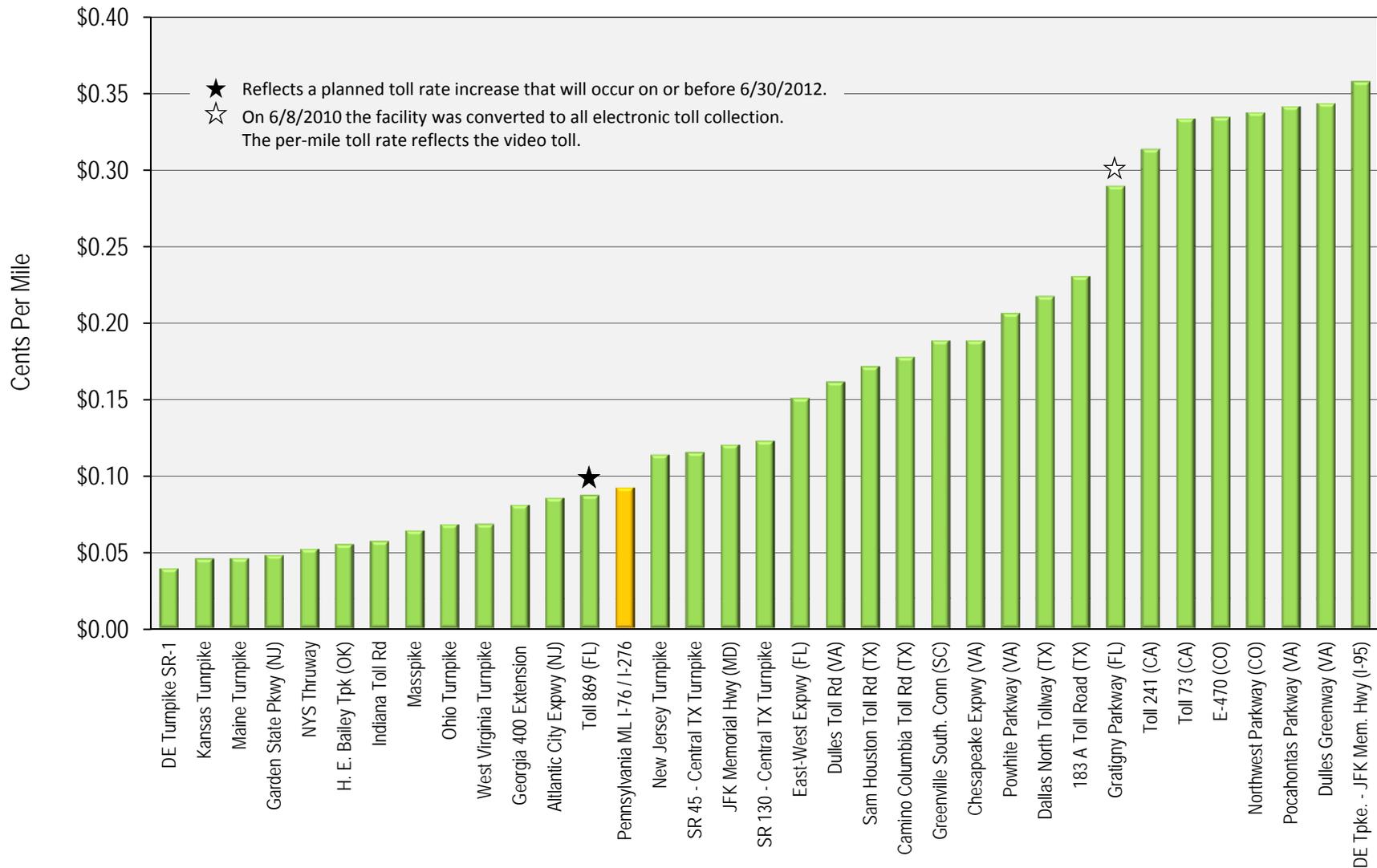
On January 2, 2011 the available discounts were reduced by 5 percentage points for each category, resulting in the following discounts for post-paid commercial E-ZPass customers:

- \$1,000.00 - \$5,000.00 in monthly tolls are eligible for a 5 percent discount;
- \$5,000.01 - \$10,000.00 in monthly tolls are eligible for a 10 percent discount; and
- \$10,000.01 and over are eligible for a 15 percent discount in tolls.

In light of the approximate 17 percent discount received by all E-ZPass customers as of January 1, 2012, the 15 percent volume discount was eliminated. Also, the minimum level at which customers would be eligible for the program was increased, resulting in the following discounts for post-paid commercial E-ZPass customers:

- \$5,000.01 - \$10,000.00 in monthly tolls are eligible for a 5 percent discount; and
- \$10,000.01 and over are eligible for a 10 percent discount in tolls.

Further reductions in the volume discount program are anticipated by the PTC. These modifications are described in Chapter 4.



COMPARISON OF 2012 PASSENGER CAR PER-MILE THROUGH TRIP TOLL RATES

Chapter 3

Socioeconomic Trends and Forecasts

An evaluation of longer-term socioeconomic trends and forecasts for the geographies along and surrounding the Pennsylvania Turnpike was conducted as part of this analysis. Such trends and forecasts serve as inputs to the demand growth analysis. Table 3-1 through Table 3-4, provide a summary of various demographic and economic measures reviewed for this study, including population, employment, retail sales, and gross regional product. Additional trend information is provided regarding monthly unemployment rates and weekly retail gasoline prices.

A socioeconomic trend analysis was conducted in order to identify any potential explanatory factors that may have influenced historical variations in toll transactions. Identification of such socioeconomic explanatory factors is necessary to produce a demand growth forecast that accounts for the unique nature of Turnpike usage. Socioeconomic trend data was applied within a regression-based analysis to derive demand growth projections.

In the subsequent tables, the socioeconomic growth rates are presented in compound average annual percent change (AAPC) terms, spanning decade increments from 1980 through 2040 (where available). In regards to the geographic coverage, the United States is presented along with Pennsylvania and the surrounding states: New Jersey, New York, Ohio, and West Virginia. In addition to the larger geographies, the Pennsylvania counties along the Turnpike are presented as well, grouped for the ease of presentation into four aggregations, as follows:

- **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.

Population Trends and Forecasts

Historical population data was obtained from the United States Census Bureau (census years and intercensal estimates), and forecast population growth was obtained from various other public and private sector sources, depending on the geographic focus. As presented in Table 3-1, forecast population growth rates were culled from two sources. Pennsylvania state and county population growth rates were obtained from the Pennsylvania State Data Center (via the Pennsylvania State University), and are available through year 2030; while for the other state and national geographic

levels, population growth was obtained from the Woods and Poole, Inc. 2011 Complete Economic and Demographic Data Source (CEDDS)⁽¹⁾, available through year 2040.

Table 3-1
Population Trends and Forecasts

Area	Average Annual Percent Change						
	1980 - 1990	1990 - 2000	2000 - 2010	2010 - 2020	2020 - 2030	2030 - 2040 (5)	2010 - 2030
Pittsburgh Area (1)	(0.7)	(0.2)	(0.3)	(0.2)	(0.2)	NA	(0.2)
Interurban Area (2)	0.5	0.7	0.8	0.4	0.4	NA	0.4
Philadelphia Area (3)	0.2	0.4	0.5	0.4	0.4	NA	0.4
Northeastern Corridor (4)	0.2	0.2	0.6	0.3	0.2	NA	0.3
Subtotal	0.0	0.3	0.4	0.3	0.2	NA	0.2
	1980 - 1990	1990 - 2000	2000 - 2010	2010 - 2020	2020 - 2030	2030 - 2040	2010 - 2040
New Jersey	0.5	0.8	0.4	0.6	0.6	0.6	0.6
New York	0.2	0.5	0.2	0.4	0.4	0.4	0.4
Ohio	0.0	0.5	0.2	0.3	0.3	0.3	0.3
Pennsylvania (6)	0.0	0.3	0.3	0.3	0.2	0.4	0.3
West Virginia	(0.8)	0.1	0.2	0.3	0.3	0.3	0.3
Subtotal	0.1	0.5	0.3	0.4	0.4	0.4	0.4
United States	0.9	1.2	0.9	1.0	0.9	0.8	0.9

(1) Pittsburgh Area Counties: Allegheny, Armstrong, Beaver, Butler, Indiana, Lawrence, Washington, and Westmoreland.
(2) Interurban Area Counties: Adams, Bedford, Blair, Cambria, Cumberland, Dauphin, Franklin, Fulton, Huntingdon, Juniata, Lancaster, Lebanon, Mifflin, Perry, Somerset, and York.
(3) Philadelphia Area Counties: Berks, Bucks, Chester, Delaware, Montgomery, and Philadelphia.
(4) Northeastern Corridor Counties: Carbon, Lackawanna, Lehigh, Luzerne, Northampton, and Wyoming.
(5) PA SDC projections are not available past 2030.
(6) PA projections are based on PA SDC through 3030 (no projections are available past 2030), the 2040 projection is based on Woods and Poole, and the 2010-2040 AAPC is based on a blend of PA SDC and Woods and Poole data). The other states and U.S. data are entirely based on Woods and Poole.

Sources: 1980 to 2010 represent United States Census data; county forecasts reflect PA SDC data (available through year 2030 only), and state/national forecasts reflect Woods and Poole, CEDDS, 2011.

As indicated in Table 3-1, population growth along the Pennsylvania Turnpike and in the surrounding states is tempered relative to the population growth in the nation as a whole, for both the historical trends and forecasts. Historically, the resident county population in Pennsylvania has annually increased by between 0.0 and 0.3 percent from 1980 through 2010; resident population growth along the Pennsylvania Turnpike has historically observed similar average annual growth rates as well, which are well below the rates of resident population growth observed for the entire United States. For comparative purposes, historical population growth in the United States averaged about 1.0 percent per year over the same period.

It is interesting to note that, as shown in Table 2-6, traffic growth on the Pennsylvania Turnpike grew by 3.6 percent per annum between FY 1979-80 and 2010-11 – a stronger rate than population growth – and despite multiple toll increases that occurred. A divergence between average annual historical resident population growth and traffic growth demonstrates that the Pennsylvania Turnpike has likely attracted an increasing share of travel in the corridor geographies.

⁽¹⁾ Source: Woods & Poole Economics, Inc. Washington, D.C. Copyright 2010. 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.

Future resident county population growth along the Pennsylvania Turnpike is forecast to remain at the relatively low historical levels. As exhibited, projections average 0.3 percent per annum in this decade (2010 to 2020), with a slight deceleration to 0.2 percent per annum in the coming decade. Pennsylvania is forecasted to appreciate in resident population by 0.3 percent per annum between 2010 and 2040, closely comparable to the recent historical trends, but still below the expected population growth for the nation, which, on average, is projected to amount to 0.9 percent per annum through 2040.

Employment and Unemployment Trends and Forecasts

Employment trends are exhibited in Table 3-2. Historical data are from the United States Department of Commerce (Bureau of Economic Analysis from 1980 through 2009, with Bureau of Labor Statistics growth applied for 2009 to 2010), and the future growth rates are based on Woods & Poole data.

Area	Average Annual Percent Change						
	1980 - 1990	1990 - 2000	2000 - 2010	2010 - 2020	2020 - 2030	2030 - 2040	2010 - 2040
Pittsburgh Area (1)	0.4	0.9	(0.0)	1.0	0.8	0.8	0.9
Interurban Area (2)	1.8	1.2	0.2	1.1	0.9	0.9	1.0
Philadelphia Area (3)	1.3	0.7	0.1	1.3	1.1	1.1	1.2
Northeastern Corridor (4)	1.1	0.9	0.2	1.2	1.0	1.0	1.1
Subtotal	1.1	0.9	0.1	1.2	1.0	1.0	1.1
New Jersey	1.8	0.9	0.4	1.1	0.9	0.9	1.0
New York	1.2	0.6	0.5	0.9	0.7	0.7	0.8
Ohio	1.2	1.5	(0.5)	1.0	0.8	0.8	0.8
Pennsylvania	1.1	0.9	0.1	1.2	1.0	1.0	1.0
West Virginia	(0.1)	1.2	0.0	1.0	0.8	0.7	0.8
Subtotal	1.3	0.9	0.1	1.0	0.8	0.8	0.9
United States	2.0	1.8	0.5	1.3	1.1	1.1	1.2

(1) Pittsburgh Area Counties: Allegheny, Armstrong, Beaver, Butler, Indiana, Lawrence, Washington, and Westmoreland.
 (2) Interurban Area Counties: Adams, Bedford, Blair, Cambria, Cumberland, Dauphin, Franklin, Fulton, Huntingdon, Juniata, Lancaster, Lebanon, Mifflin, Perry, Somerset, and York.
 (3) Philadelphia Area Counties: Berks, Bucks, Chester, Delaware, Montgomery, and Philadelphia.
 (4) Northeastern Corridor Counties: Carbon, Lackawanna, Lehigh, Luzerne, Northampton, and Wyoming.

Sources: 1980 to 2009 represent Bureau of Economic Analysis data, 2010 reflects BLS growth; forecasts reflect Woods Poole CEDDS, 2011.

Historical employment growth rates for the presented geographies have almost universally decelerated in the three preceding decades from 1980 through 2010. It is important to note that the minimal average annual growth in the 2000 to 2010 period is mostly reflective of the economic downturn realized during the recent severe recession, which officially began in late 2007. In the counties comprising the four aggregated county groupings, the per annum employment growth has decelerated from 1.1 percent in the 1980s to 0.9 percent in the 1990s to almost no growth in the most recent millennial decade. Pennsylvania as a whole has exhibited historical employment growth trends practically identical to the counties' subtotal. Comparatively, the United States has also exhibited

historical employment growth deceleration through the recent decades; although, similarly to population trends, the overall employment growth rates were higher for the nation than for Pennsylvania.

Recently observed stagnant employment trends within the recessionary last decade are not realistically expected to continue indefinitely. As exhibited, the employment growth across all presented geographies is forecasted to rebound somewhat, with average annual growth for the entire 2010 through 2040 period amounting to 1.1 percent for the corridor counties' subtotal, 1.0 percent for Pennsylvania, 0.9 percent for the subtotal of the five states, and 1.2 percent per annum for the United States.

Figure 3-1 depicts seasonally-unadjusted monthly unemployment rates over the last decade (from January 2001 through November 2011) for the three major Metropolitan Statistical Areas (MSA) in Pennsylvania located along the Turnpike Mainline: Philadelphia-Camden-Wilmington, Harrisburg-Carlisle, and Pittsburgh. In addition, unemployment data is also included pertaining to the entire Commonwealth of Pennsylvania and for the United States (with data extending through December 2011). Given that the data is seasonally-unadjusted, the graph depicts both the cyclical seasonal variations, as well as the longer-term trends.

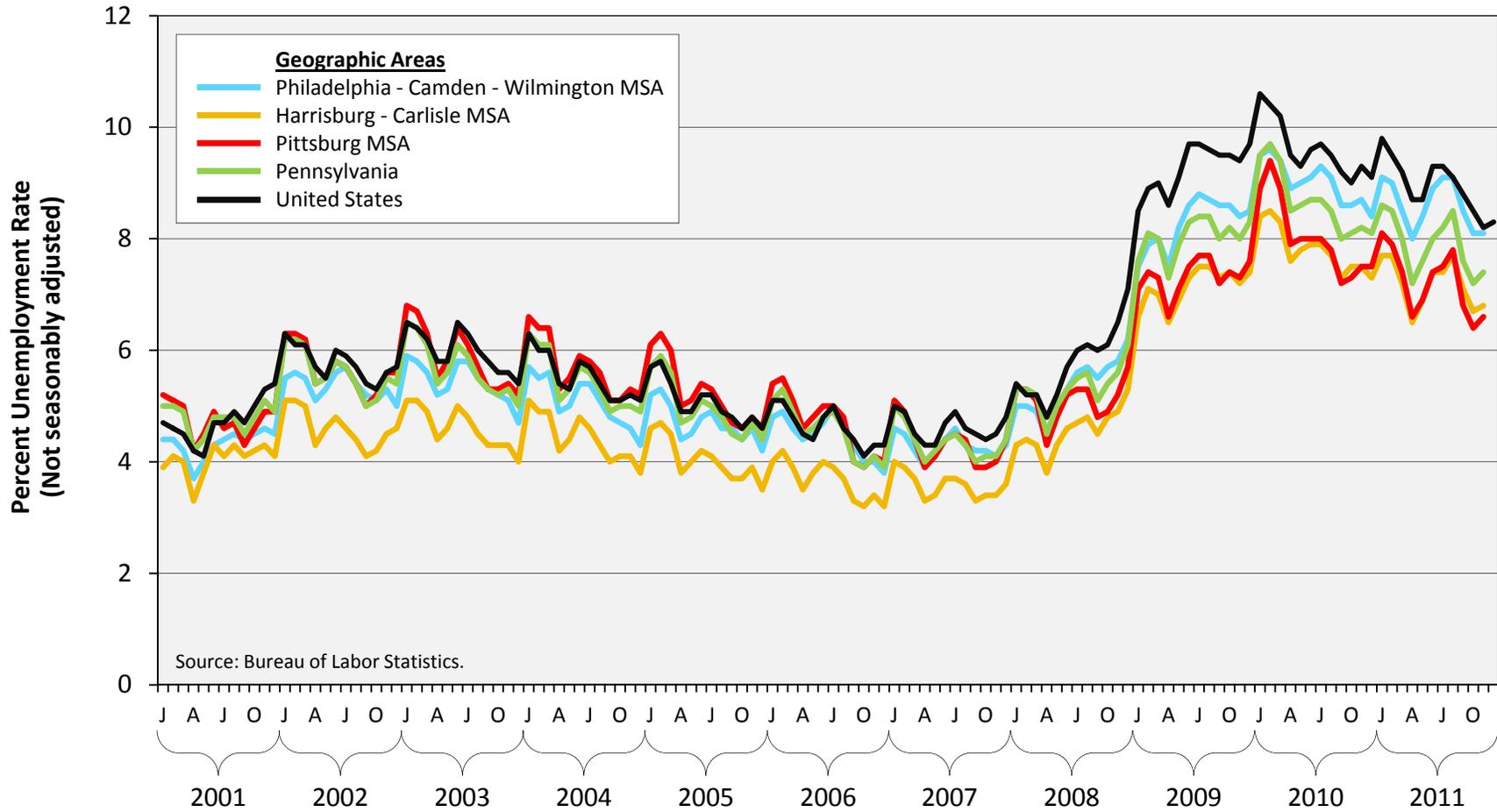
Historically, the Harrisburg-Carlisle MSA has generally exhibited the lowest relative unemployment rates of the select geographies presented, which is probably reflective of the more stable government employment in the State Capital (relative to more volatile private-sector employment). Of the remaining two MSAs, Pittsburgh exhibited higher unemployment rates than either Philadelphia-Camden-Wilmington or Pennsylvania as a whole.

Unemployment rates for the entire Commonwealth, the Philadelphia MSA, and the Pittsburgh MSA have generally changed over time in close-step with those for the nation. However, only within the last couple of years has there been a divergence from that more long-term parallel trend, with unemployment rates in the nation exceeding those for Pennsylvania and the Turnpike areas. Recent unemployment rates for the study area geographies below the average national level indicate that Pennsylvania has not suffered as intensely during the recent recession. November 2011 unemployment rates for the United States reached 8.2 percent, while Pennsylvania's was 7.4 percent. Unemployment rates in that same month for the Philadelphia, Harrisburg, and Pittsburgh MSAs were 8.1 percent, 6.8 percent, and 6.6 percent, respectively.

While the data do show variations from month to month, the recent general trends are clear. Unemployment levels in 2011 have clearly declined from their highest levels in 2009 and 2010. As the nation recovers from the recent economic recession, the unemployment levels are expected to continue to decline and eventually stabilize over the long-term around mid-single digit rates.

Retail Sales Trends and Forecasts

Retail sales trends and forecasts are presented in Table 3-3. Both Pennsylvania and corridor counties exhibit almost identical patterns of average annual growth for real retail sales (both historically and forecasted), which is also similar to the aggregated subtotal of the five presented states. In the 2000 to 2010 period, real retail sales growth for those geographies were almost flat, at 0.1 percent per annum, which is a deceleration from the preceding decade in the 1990s, during which the average annual



growth in real retail sales was closer to 2.5 percent. In contrast, the United States has observed historical real retail sales growth higher than the geographies surrounding the Pennsylvania Turnpike, with real growth of 3.3 percent in the 1990s and 0.7 percent in the last decade. As with employment trends, the very weak performance in retail sales between 2000 and 2010 is largely the result of the recent severe economic recession.

**Table 3-3
Retail Sales Trends and Forecasts**

Area	Average Annual Percent Change						
	1980 - 1990	1990 - 2000	2000 - 2010	2010 - 2020	2020 - 2030	2030 - 2040	2010 - 2040
Pittsburgh Area (1)	0.3	2.3	(0.5)	1.0	0.8	0.9	0.9
Interurban Area (2)	2.1	2.6	0.3	1.6	1.3	1.4	1.4
Philadelphia Area (3)	2.0	2.5	0.3	1.4	1.2	1.2	1.3
Northeastern Corridor (4)	1.5	2.4	0.3	1.5	1.3	1.3	1.3
Subtotal	1.5	2.5	0.1	1.4	1.1	1.2	1.2
New Jersey	2.1	2.6	0.3	1.5	1.3	1.3	1.4
New York	1.4	2.3	0.3	1.3	1.1	1.1	1.2
Ohio	1.1	2.9	(0.2)	1.2	1.0	1.1	1.1
Pennsylvania	1.5	2.4	0.1	1.3	1.1	1.2	1.2
West Virginia	(0.3)	2.8	(0.0)	1.2	1.0	1.0	1.1
Subtotal	1.4	2.5	0.1	1.3	1.1	1.2	1.2
United States	1.9	3.3	0.7	1.9	1.6	1.6	1.7

(1) Pittsburgh Area Counties: Allegheny, Armstrong, Beaver, Butler, Indiana, Lawrence, Washington, and Westmoreland.

(2) Interurban Area Counties: Adams, Bedford, Blair, Cambria, Cumberland, Dauphin, Franklin, Fulton, Huntingdon, Juniata, Lancaster, Lebanon, Mifflin, Perry, Somerset, and York.

(3) Philadelphia Area Counties: Berks, Bucks, Chester, Delaware, Montgomery, and Philadelphia.

(4) Northeastern Corridor Counties: Carbon, Lackawanna, Lehigh, Luzerne, Northampton, and Wyoming.

Source: Woods and Poole CEDDS, 2011.

Growth in real retail sales is projected to rebound somewhat relative to the most recent historical decade. However, the forecast is not expected to approach the relatively stronger historical growth observed during the 1990s. Over the future period from 2010 through 2040, real retail sales are projected to grow by an average annual 1.2 percent for the county and state subtotals, while the United States' retail sales is projected to grow by 1.7 percent per annum.

Real Gross Regional Product (GRP) Trends and Forecasts

Another basic economic indicator that has bearing on traffic demand is gross regional product (or gross state product/gross domestic product, depending on the geographic focus). Historical and forecast rates of growth for real GRP are shown in Table 3-4. National real gross domestic product has historically decelerated from an annual average rate of 3.2 percent in the 1990s to 1.5 percent over the last decade. As with the other socioeconomic metrics presented, the deceleration within the last decade is reflective of the recent severe economic recession. Pennsylvania's real gross state product growth also decelerated over the same period from 2.3 percent in the 1990s to 1.2 percent per annum recently; the corridor counties' subtotal exhibited nearly identical growth patterns as the entire Commonwealth. Similar to the trends observed in the other variables already presented, the

Commonwealth and the constituent counties exhibit growth patterns that generally parallel the nation in terms of recent deceleration, but at levels universally below the United States as a whole.

Table 3-4
Gross Regional Product Trends and Forecasts

Area	Average Annual Percent Change						
	1980 - 1990	1990 - 2000	2000 - 2010	2010 - 2020	2020 - 2030	2030 - 2040	2010 - 2040
Pittsburgh Area (1)	0.6	2.5	1.1	1.1	1.0	1.0	1.0
Interurban Area (2)	2.7	2.2	1.1	2.0	1.8	1.7	1.8
Philadelphia Area (3)	3.1	2.4	1.4	1.6	1.5	1.5	1.6
Northeastern Corridor (4)	2.0	2.2	1.2	1.9	1.9	1.9	1.9
Subtotal	2.3	2.4	1.2	1.6	1.5	1.5	1.5
New Jersey	4.5	2.4	1.0	2.0	1.9	1.8	1.9
New York	3.3	2.4	1.7	1.8	1.6	1.6	1.7
Ohio	1.9	2.5	0.0	1.9	1.7	1.7	1.8
Pennsylvania	2.2	2.3	1.2	1.6	1.5	1.5	1.5
West Virginia	(0.4)	1.6	1.2	1.0	0.8	0.8	0.8
Subtotal	2.9	2.4	1.2	1.8	1.6	1.6	1.7
United States	3.0	3.2	1.5	2.1	2.0	1.9	2.0

(1) Pittsburgh Area Counties: Allegheny, Armstrong, Beaver, Butler, Indiana, Lawrence, Washington, and Westmoreland.

(2) Interurban Area Counties: Adams, Bedford, Blair, Cambria, Cumberland, Dauphin, Franklin, Fulton, Huntingdon, Juniata, Lancaster, Lebanon, Mifflin, Perry, Somerset, and York.

(3) Philadelphia Area Counties: Berks, Bucks, Chester, Delaware, Montgomery, and Philadelphia.

(4) Northeastern Corridor Counties: Carbon, Lackawanna, Lehigh, Luzerne, Northampton, and Wyoming.

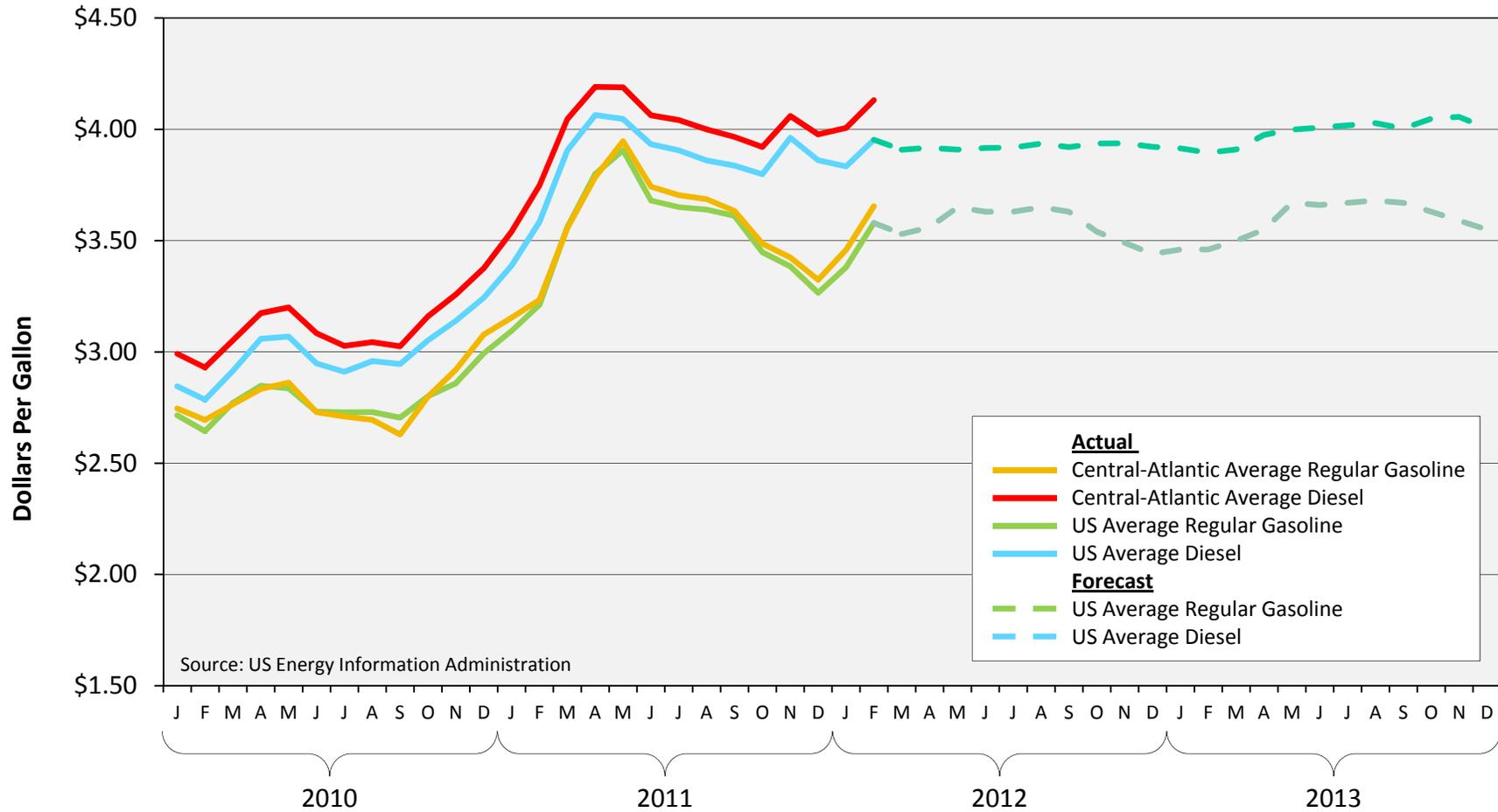
Source: Woods and Poole CEDDS, 2011.

Future real GRP growth rates are estimated to average 2.0 percent for the United States from 2010 through 2040 per annum, with Pennsylvania averaging about a 1.5 percent real increase per year. In the corridor counties, like the entire Commonwealth, the real GRP growth is projected to amount to 1.5 percent per annum. The Pittsburgh area counties exhibit the slowest relative growth at 1.0 percent and the Northeast Corridor counties exhibiting the highest pace at 1.9 percent per annum through 2040.

Historical and Forecast Motor Fuel Prices

Another factor that can influence travel demand is gasoline and diesel prices. Figure 3-2 shows historical and forecast prices for gasoline and diesel for both the Central-Atlantic region (NY, NJ, PA, DE, and D.C.) and for the United States. The most recent actual data shown in this figure is for February 2012. Regular gas prices for the United States and the Central-Atlantic region have been nearly identical and peaked in May 2011 at just over \$3.90 per gallon. The last time gasoline prices exceeded these levels was in the summer of 2008 when they peaked at around \$4.10 per gallon. The most recent price of gas has moderated to around the \$3.60 level. The US Energy Information Administration projects that gasoline prices for the United States (regional forecasts are not provided) will fluctuate around the \$3.50 per gallon level for the foreseeable future.

Diesel fuel prices peaked most recently in April 2011, with average prices for the mid-Atlantic region slightly higher than those for the US (\$4.19 versus \$4.06). As shown, diesel prices have not declined



Note: Retail prices are in US\$ for regular grades of gasoline and all types of diesel.
Actual data is through February 2012.

since that time to the same degree that gasoline prices have. Average US diesel prices are expected to range from just under \$4.00 per gallon for the remainder of 2012 and then increase slightly to just above \$4.00 in 2013.

Overall General Trends

In scrutinizing the various socioeconomic trends, certain patterns emerge that are fairly self-evident:

- Western Pennsylvania (i.e., Pittsburgh) has exhibited overall weaker recent historical growth patterns for the presented socioeconomic variables than other corridor county areas within the Commonwealth (i.e., Philadelphia and the Northeast Corridor);
- Pennsylvania (and the surrounding states) has exhibited recent historical growth patterns for the presented socioeconomic variables below those for the United States; and,
- Longer-term expectations of socioeconomic growth are to rebound relative to the recent decade, which reflects the recent economic recession; however, growth rates are generally forecasted to be tempered in comparison to the growth that occurred in the 1980s and 1990s, likely to take several years to get back to the pre-recession conditions for some of the variables, in particular, those pertaining to labor markets.

Such general socioeconomic trends reflect changes resulting from a continuously evolving economy, especially in regards to an expected longer-term deceleration in many socioeconomic variables relative to historical patterns. While such variables as population, employment, gross regional product, etc. are reasonably expected to increase in the future, the rate of growth is likely to be tempered relative to the past. A decelerating long-term growth trend is the recent general consensus, as reflected within various publically- and privately-available forecasts for various standard socioeconomic variables. Decelerating trends are easily observed within the preceding exhibits; but, similar deceleration expectations are also observed in the latest data and viewpoint releases from other credible forecasting sources, such as the Congressional Budget Office (CBO), the Federal Open Market Committee (FOMC) of the Federal Reserve Board, and the Economist Intelligence Unit (EIU), to name a few.

A majority of credible forecasting agencies (both public and private) are now publishing expectations for some level of economic recovery within the short-term future. While disagreement is noted regarding the precise timing and scale of such economic recovery from the recent “Great Recession”, a large portion predict that the economy would not rebound as pronouncedly as it contracted, but instead would rebound far more slowly. In other words, the graphic depiction of the economic recovery would not likely observe a distinct “V” shape (as have occurred during other historically short-lived recessionary periods), but instead an asymmetrical “U” shape, with the right-hand recovery side only gently increasing.

A number of qualitative arguments are often touted for this slower-recovery rationale, including standpoints regarding fundamental structural changes to the economy. An economy is always in constant flux, but there are some phenomena that are structurally altering the economy in ways likely to become permanent and will diverge from the past, including technological advancements (accelerating), information proliferation and accessibility, and globalization (trade interdependency and increased competition). All these factors and others, especially in combination, have shifted the

economic paradigm, leading to overall expectations of a future economic picture that differs from those established in the past.

Econometric Growth Analysis

All of the socioeconomic data described above were evaluated for the purposes of determining the potentially influential factors on traffic demand growth for the Pennsylvania Turnpike. Following the historical socioeconomic data analysis, CDM Smith applied a linear, least-squared regression analysis to develop long-term demand growth estimates. In the regression modeling, the objective is to identify any independent variable (or variables) with historical trends that can explain, by way of statistical significance, corresponding traffic trends on the Turnpike. A resulting correlative relationship between historical trends in corridor traffic and one or more independent variables is in turn applied in forecasting corridor growth, given available and credible forecasts for the independent variable(s). CDM Smith regression-tested annual transaction data for grouped plazas against geographically-weighted independent socioeconomic data (separately for passenger and commercial vehicles) to derive long-term demand growth estimates.

Socioeconomic Inputs

Data inputs requisite for conducting a regression analysis include currently-updated historical data and forecasts for the possibly-explanatory independent variables, which include socioeconomic and demographic variables applicable to a defined geographic area of influence (i.e., Pennsylvania counties and other states). Socioeconomic variables that may be hypothetically influential on corridor traffic demand include, but are not limited to: population, employment, gross regional product, income, and retail sales. Sources from which both historical and forecast data were collected include: the United States Census Bureau; the United States Department of Labor, Bureau of Labor Statistics (BLS); the Bureau of Economic Analysis (BEA); the Pennsylvania State Data Center (SDC); Woods and Poole Complete Economic and Demographic Data Source (CEDDS) by Woods and Poole Economics, Inc., 2011 (Woods and Poole); and the Pennsylvania Turnpike Authority.

Historical population and state-level forecast data were obtained from the U.S. Census Bureau and Woods & Poole Economics, respectively. County-level population forecasts for Pennsylvania were acquired from the Pennsylvania SDC. Historical employment data were obtained from the BEA and BLS. Employment growth rate forecasts were obtained from Woods and Poole and applied to the historical annual employment data obtained from the BEA. All other regression-tested independent variables (i.e., gross regional product, income, and retail sales) were obtained from Woods and Poole for both the historical and forecast components of the data sets, as the publicly available governmental sources do not supply sufficiently detailed and geographically comparable data.

Traffic and Travel Pattern Inputs

Historical traffic data were used (where available) as a continuous, annual time series from 1987 through 2011 by plaza and vehicle type (i.e., passenger and commercial vehicles). Annualized transaction data were available for most of the ticket-based system over that historical timeframe, exempting a few select ticket-based plazas that opened after 1987. However, the annualized barrier-system transaction data were far more limited for regression analysis applicability; historical data were available only as far back as 1994 and many of the barrier plazas have data gaps, or the plazas

were opened too recently to provide a statistically defensible trend (insufficient number of data points). Historical transaction data were annually normalized to account for leap-years, etc.

Methodology

After compiling and scrutinizing the available socioeconomic and Pennsylvania Turnpike transaction data for regression analysis applicability, individual toll plazas (for only those with usable data series) were clustered into eight representative groupings:

- Pittsburgh;
- Western Rural;
- Eastern Rural;
- Philadelphia;
- Northeast Extension (Ticket);
- Northeast Extension (Barrier);
- I-376; and,
- PA 66.

Grouping the individual plazas was conducted to narrow the regression testing to a reasonably manageable data universe (i.e., narrowing to eight plaza groupings, down from 64 total toll plazas, of which 39 exhibited usable data series)⁽²⁾. Grouping toll plazas as such is generally justified by the close geographic proximity and similarity in traffic demand influence of the grouped plazas. An origin-destination (O-D) traffic survey conducted in 1999 provided data on the geographic influence on traffic by plaza and vehicle category, and that data set logically confirmed that the grouped toll plazas have similar (if not identical) geographic influences. While the collection of the O-D data was in 1999 and overall volumes are different today, the general market share distribution patterns should be relatively unchanged.

Utilizing the data compiled as part of the O-D survey, CDM Smith developed a profile (for both passenger and commercial vehicles) identifying the Pennsylvania counties and surrounding states that contribute traffic to each toll plaza interchange. As with the grouping of the individual toll plaza transaction data, the plaza-specific profiles of geographic influence were similarly clustered such that the plaza groupings could be regression tested against socioeconomic data that were appropriately geographically-weighted.

Independent (socioeconomic) regression variables at the state and county levels were then geographically-weighted (e.g., combinations of states and/or certain Pennsylvania counties) and each

(2) Note that the 64 plazas include 13 pertaining to either the Mon Fayette (PA 43) or the I-576 corridors, both of which are being separately analyzed and, as such, dismissed from this demand growth evaluation. Regardless, the transaction data limitations for those excluded barrier plazas preclude the possibility of an econometric regression-based assessment; there are too few data points for a statistically-defensible regression fit.

geographically-weighted subset data series was then regression-tested against the respective corresponding plaza grouping. Regression testing is conducted to determine the statistical influence of such socioeconomic variables (the independent variables) on traffic demand (the dependent variable).

According to the survey-based profiles, 46 counties in Pennsylvania (out of 67) logically serve as the predominate areas of influence for the Pennsylvania Turnpike traffic. As such, the geographically-weighted socioeconomic data for regression testing were consequently more heavily-weighted to account for those proximate geographies relative to the other areas of influence, including peripheral states. Generally, the non-Pennsylvania contributing geographies on traffic demand primarily pertain to those states immediately bordering the Commonwealth and the Turnpike corridors (i.e., NY, NJ, OH, MD, and WV), as would be intuitively expected. The remaining contributing states further beyond Pennsylvania thus have a far smaller weighting.

With the independent socioeconomic variables appropriately weighted to reflect their relative geographic influence, each weighted independent variable was individually regressed against the corresponding grouped plaza transaction data. In most instances, a majority of the pertinent independent variables exhibited a high statistical coefficient of determination, though certain variables and certain plaza groupings exhibited much stronger statistical correlations than others.

All of the independent variables were tested against each other for significant statistical correlation. As expected, the geographically-weighted independent variables that were tested all exhibit very high correlations with each other (because all the tested socioeconomic variables within a given geographic grouping are intuitively interrelated to a greater or lesser degree) and, as such, would result in a likely multicollinearity error in a multivariate regression equation. Therefore, only one socioeconomic independent variable was deemed statistically necessary to identify the correlative relationship with corridor traffic and to develop a forecast growth profile. In addition to quantitatively assessing the data, a qualitative assessment was also conducted. This qualitative assessment considered the reliability of the data sources, the extent of the historical time series, and the forecasting methodology for each data set.

After a careful review of the input data and regression tests results, one variable was reasoned as the best-suited correlative independent variable against historical corridor traffic transactions to forecast future long-term travel demand growth for each toll plaza grouping and vehicle category. Depending on the plaza grouping and vehicle category, the chosen weighted independent socioeconomic variable for the final regression-based estimates was employment, retail sales, or GRP. Adjusted coefficients of determination (adjusted R²) for such regression equations range from 85.3% upwards to 98.0%, indicating relatively strong statistical significance.⁽³⁾

⁽³⁾ Note that the Northeast Extension (Barrier) plaza grouping, comprised of the two barrier toll plazas at the far north end of the Northeast Extension corridor, for both passenger and commercial vehicles, did not have valid regression results for any of the tested weighted independent variables; as such, the regression-based approach was dismissed and the demand growth forecast for those two plazas were tagged to the regression-based growth results derived for the Northeast Extension (Ticket) system. Consequently, the presented results are for both the Northeast Extension barrier and ticket plazas.

Based on the econometric regression analysis, combined with updated forecasts of the explanatory socioeconomic variables, toll road corridor specific growth rates were developed for both passenger cars and commercial vehicles separately. Table 3-5 provides a summary of the average annual growth rates in 10-year increments, including for 2011 to 2021, 2021 to 2031, and 2031 to 2041. In addition, the total average annual percent growth between 2011 and 2041 is shown in the last column.

Table 3-5
Summary of Estimated Annual Traffic Growth
Pennsylvania Turnpike System

Average Annual Percent Growth Rates Between Fiscal Years

Toll System	Normal Growth Only				Normal Growth Plus Toll Increase Impacts (1)			
	2011-21	2021-31	2031-41	2011-41	2011-21	2021-31	2031-41	2011-41
	Passenger Cars				Passenger Cars			
Ticket System	1.8%	1.6%	1.6%	1.7%	1.7%	1.5%	1.5%	1.6%
Turnpike 43 and Turnpike 576	1.9	1.3	1.2	1.5	1.8	1.2	1.1	1.4
Turnpike 66	2.5	2.1	1.9	2.2	2.4	2.0	1.8	2.1
Northeast Extension Barrier Plazas	2.1	1.6	1.6	1.8	2.0	1.5	1.5	1.7
Turnpike I-376	2.2	2.2	2.0	2.1	2.0	2.1	1.9	2.0
Total Turnpike System	1.9	1.6	1.6	1.7	1.8	1.5	1.5	1.6
	Commercial Vehicles				Commercial Vehicles			
Ticket System	2.1%	1.9%	1.8%	1.9%	2.0%	1.8%	1.7%	1.8%
Turnpike 43 and Turnpike 576	5.1	2.7	2.2	3.3	4.9	2.5	2.1	3.2
Turnpike 66	2.9	2.2	1.9	2.3	2.7	2.1	1.8	2.2
Northeast Extension Barrier Plazas	3.3	2.3	2.0	2.5	3.1	2.2	1.9	2.4
Turnpike I-376	4.4	2.2	2.1	2.9	4.2	2.1	1.9	2.8
Total Turnpike System	2.4	2.0	1.8	2.1	2.2	1.8	1.7	1.9
	Total Vehicles				Total Vehicles			
Ticket System	1.9%	1.6%	1.6%	1.7%	1.7%	1.5%	1.5%	1.6%
Turnpike 43 and Turnpike 576	2.1	1.4	1.3	1.6	2.0	1.3	1.2	1.5
Turnpike 66	2.6	2.2	1.9	2.2	2.4	2.1	1.8	2.1
Northeast Extension Barrier Plazas	2.3	1.7	1.7	1.9	2.2	1.6	1.6	1.8
Turnpike I-376	2.5	2.2	2.0	2.2	2.4	2.1	1.9	2.1
Total Turnpike System	2.0	1.7	1.6	1.8	1.8	1.6	1.5	1.6

(1) The toll increase impacts are based on the program of toll increases shown in Table 4-2.

Note: These growth rates exclude the future impacts associated with the PTC's capital improvements program, including the I-95 Interchange project.

The first set of growth rates shown in Table 3-5 reflect “normal” growth only. That is to say, the growth that would likely occur based only on the underlying expected growth in the forecast socioeconomic variables. No other external factors, such as toll increases, capital improvement program impacts, etc. are assumed. The second set of growth rates shown in Table 3-5 shows the expected average annual growth rates assuming normal growth plus future toll rate increases. A more in-depth discussion of future toll rate increases and toll elasticities will be provided in Chapter 4.

The most influential growth rates for the Turnpike System are those for the ticket system; as shown in Figure 2-2, ticket system revenue accounts for about 95 percent of total system toll revenue. Thus, growth rates for the total system are nearly identical to those for the ticket system. As shown, normal passenger car average annual growth rates for the entire system range from 1.9 percent between 2011 and 2021 to 1.6 percent between 2031 and 2041.

Normal commercial vehicle growth rates are expected to increase at a slightly higher rate than those for passenger cars. Between 2011 and 2021 average annual growth is estimated at 2.4 percent. This decreases over time and averages about 1.8 percent per year between 2031 and 2041. The resulting average annual growth rates for total Turnpike System normal growth amount to 2.0 percent between 2011 and 2021 and declines to 1.6 percent for the 2031 to 2041 period. Overall Turnpike System growth averages about 1.8 percent per year over the entire forecast period (2011 to 2041). This is just about half the rate of growth experienced on the Turnpike over the previous 30 years.

The values shown on the right side of Table 3-5 reflect the estimated normal growth plus toll increase impact growth rates for the same time periods. As shown, these all average about 0.1 to 0.2 percentage points lower than the normal growth rates alone, reflecting the impact of annual toll increases. These growth rates are the ones used to develop the future year traffic volumes that will be discussed in Chapter 4. As noted above, the actual program of proposed toll increases and a detailed discussion of assumed toll elasticities will also be provided in Chapter 4. Traffic and revenue impacts resulting from the proposed capital improvement program are also not included in the growth rates shown in Table 3-5. Those, too, will be discussed in Chapter 4.

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 2011-12 through 2040-41. Also presented in this chapter are important inputs to the forecasts, including committed roadway projects, assumed future toll rate increases, the estimated sensitivity of customers to toll increases, and the recent modification to the commercial volume-discount program.

Committed Turnpike System Roadway Improvements

Through discussions with PTC personnel and by reviewing the Enhanced FY 2012 Ten Year Capital Plan Project Listing, dated June 13, 2011, 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 and the Northeast Extension. Table 4-1 lists the identified projects and Figure 4-1 presents the locations of the projects. A brief description of each project is provided below.

Mainline I-76/I-276 Roadway Improvement Projects

Milepost (MP) 31.04 to 37.82 Roadway and Bridge Reconstruction – This project is a total reconstruction effort that will widen the four lane (two lanes per direction) segment of I-76, between the Warrendale Plaza (MP 31) and Butler Valley (MP 38) Interchange, to six lanes (three lanes per direction). The reconstruction effort includes improved curve geometry for the segment between MP 32.4 and MP 35.5. In addition to the roadway improvements, all four structures carrying the mainline will be reconstructed. Construction began (Notice to Proceed) June 9, 2009 and is scheduled for completion in late Fall 2012.

MP 199.34 to MP 201.74 Roadway and Bridge Reconstruction - This project is entering the second year of a two year project to reconstruct the roadway to full depth and widen the roadway from two lanes to three lanes in each direction. In addition, the existing ramps at the Blue Mountain Interchange will be replaced along with a ramp bridge under the turnpike mainline. Construction began in March 2011 and is scheduled for completion in June 2013.

MP 215 to MP 226 Roadway Improvements – This project is now in the first of two stages of a reconstruction and widening effort. The first stage consists of rebuilding and widening the five mile section between MP 215 and MP 220 from two lanes to three lanes in each direction. Construction on Stage 1 began in March 2011 and is scheduled for completion in November 2012. Stage 2 consists of rebuilding and widening the six mile section between MP 220 and the Carlisle Interchange (MP 226) from two lanes to three lanes in each direction. Construction on Stage 2 is scheduled to begin in November 2014 and is expected to be completed in 2016.

Route 29 All-Electronic Interchange Project (MP 320) – Located between the Downingtown (MP 312) and Valley Forge (MP 326) Interchanges, the new full access interchange will be available to E-ZPass customers only. The new interchange is intended to offer an alternative to surface roads that

**Table 4-1
Major Committed Roadway Improvements on the Turnpike System (1)
Pennsylvania Turnpike**

Milepost	Location	Description	Actual or Assumed Start Date	Assumed Completion Date
Mainline I-76/I- 276				
31 - 37	Warrendale to Butler Valley	Widen to 3 lanes per direction	June 2009	Fall 2012
199 - 201	Blue Mountain Interchange	Widen to 3 lanes per direction	March 2011	June 2013
215 - 226	Blue Mountain to Carlisle	Widen to 3 lanes per direction	March 2011	Fall 2016
320	I-76 and Route 29	Construct E-ZPass-only interchange with Route 29	March 2011	Fall 2012
320 - 326	Downingtown to Valley Forge	Widen to 3 lanes per direction	Spring 2013	2015
Mainline I-76/I- 276 and I-95 Interchange				
Stage 1				
356 - 360	I-95 to Delaware River Bridge	Widen I-276 to 3 lanes per direction Modify toll plaza locations and toll schedule Construct partial I-276/I-95 Interchange	2010	Jan. 2018
Northeast Extension I-476				
A20 - A26	Mid-County to Berks Road	Widen to 3 lanes per direction	Feb. 2011	Fall 2013
A26 - A31	Berks Road to Lansdale	Widen to 3 lanes per direction	Spring 2014	Fall 2018
A31 - A38	Wambold to Clump	Widen to 3 lanes per direction	2019 ⁽²⁾	Fall 2022
73 - 75	Lehigh River\Pohopoco Creek Bridges	Replace two existing bridges with four new spans	Dec. 2008	Nov. 2012
74 - 95	I-476 and Route 903	Construct E-ZPass-only interchange with Route 903	Spring 2009	Spring 2014

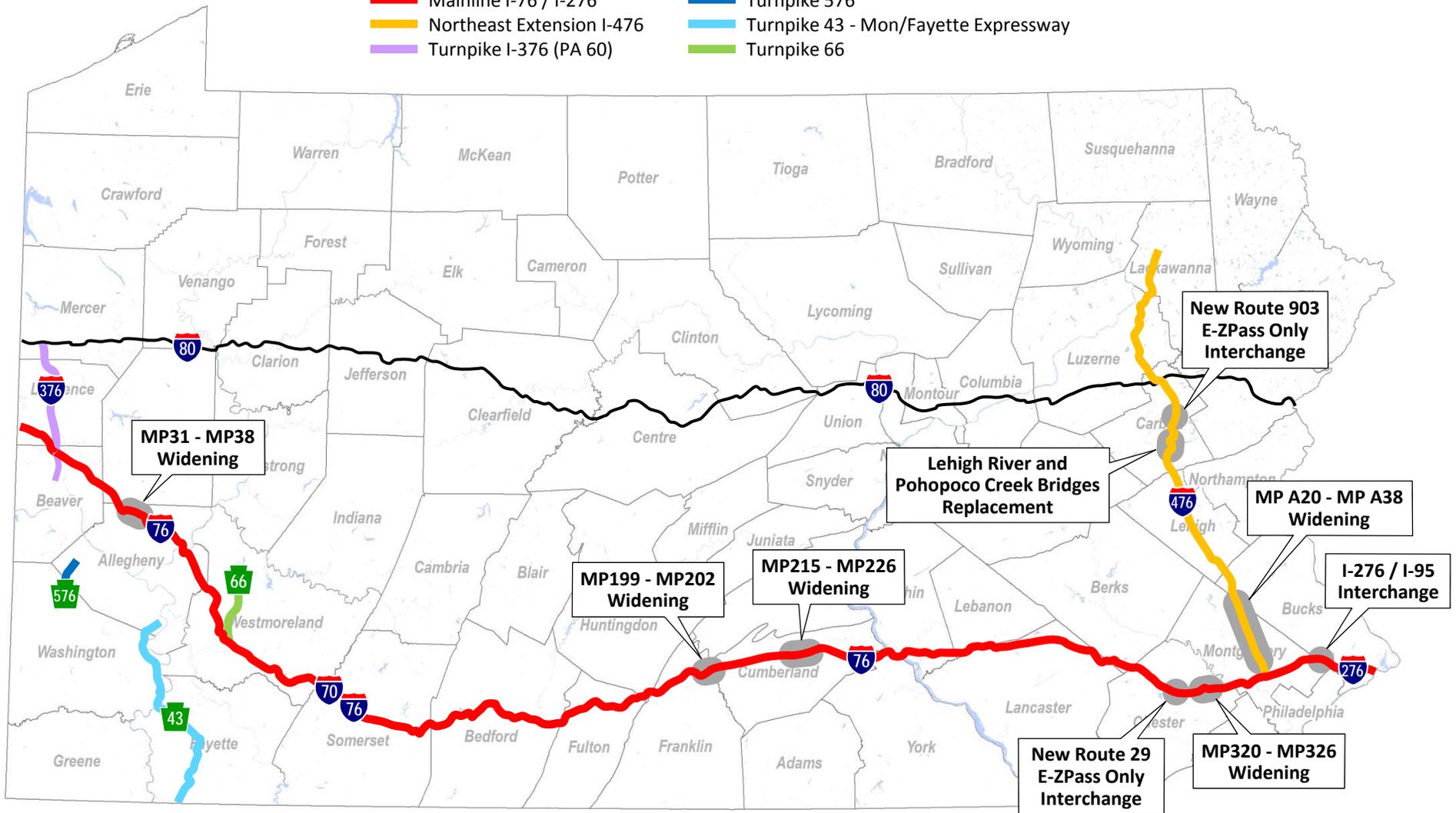
(1) The roadway improvement projects shown in this table are a small subset of the projects listed in the PTC's Enhanced FY 2012 Ten Year Capital Plan Project Listing, dated June 13, 2011.

(2) The start date of construction on the A31 - A38 segment of I-476 is contingent on the completion of segment A26 - A31

Source: Pennsylvania Turnpike Commission

PTC Toll Roads

- █ Mainline I-76 / I-276
- █ Northeast Extension I-476
- █ Turnpike I-376 (PA 60)
- █ Turnpike 576
- █ Turnpike 43 - Mon/Fayette Expressway
- █ Turnpike 66



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

provide access to Route 29, and to ease congestion at the Downingtown and Valley Forge Interchanges. Construction began in March 2011 and is scheduled for completion in Fall 2012.

MP 320 to MP 326 Total Reconstruction Project – This project involves a full-depth total reconstruction and widening of the six mile segment from two lanes to three lanes in each direction. The project also includes the replacement of two overhead bridges and seven mainline bridges. 2013 is slated as a potential start date for construction, and the project is expected to take two to three years.

Pennsylvania Turnpike I-276/I-95 Interchange Project

This is a major project that will be completed in three stages. The project includes the construction of a high-speed, full-access interchange between I-276 and a re-designated I-95, making I-95 continuous through the mid-Atlantic region. The project also includes roadway widening on I-276 from immediately west of Interchange 351 (Philadelphia) eastward to the western side of the Delaware River Bridge. A new parallel bridge on I-276 will be constructed over the Delaware River. In addition, the project includes changes to the tolling locations and toll structure on I-276. At this point in time, only Stage 1 is a committed roadway improvement recognized in the Enhanced FY 2012 Ten Year Capital Plan Project Listing, dated June 13, 2011. Only the transaction and toll revenue impacts associated with Stage 1 are included in this study. Stages 2 and 3 are described below only for informational purposes.

The stages are described below.

Stage 1 (MP 356 to MP 360) includes widening the mainline segment between I-95 and the Delaware River Bridge from two to three lanes per direction, construction of a new mainline toll plaza in Bensalem, construction of the northbound-eastbound and westbound-southbound interchange ramps and the replacement of four overhead bridges. Construction began in 2010 and is scheduled for completion by the start of 2018.

Stage 2 (MP 351 to MP 356) includes widening the mainline segment between US 1 and I-95 from two to three lanes per direction, construction of the six remaining interchange ramps and the replacement of two overhead bridges. Construction is currently scheduled to begin in 2020 and its completion is anticipated by the end of 2022.

Stage 3 (MP 320) is the construction of a parallel span to the Delaware River Bridge. Construction is currently expected to begin in 2024. The project is assumed to be completed by the beginning of 2028.

Northeast Extension (I-476) Roadway Improvement Projects

MP A20 to MP A26 Total Reconstruction Project - This project consists of widening the six mile segment between the Mid-County Interchange (MP A20) and Berks Road (MP A26) from two lanes in each direction to three lanes in each direction, including seven mainline bridges. Construction began February 28, 2011 and is scheduled to continue through 2013.

MP A26 to MP A31 Total Reconstruction Project - This project consists of widening the five mile segment from Berks Road (MP A26) to the Lansdale Interchange (MP A31) from two lanes in each direction to three lanes in each direction. This section of the Northeastern Extension Total Reconstruction and Widening Project is in final design and is projected to go to construction in 2014

and continue through 2018. Three overhead bridges remain to be reconstructed as part of the effort, and are also projected to go to construction in 2014.

MP A31 to MP A38 Total Reconstruction Project - Design is beginning for the reconstruction and widening of the Northeast Extension of the Pennsylvania Turnpike from just north of Wambold Road (MP A31) to just north of Clump Road (MP A38). As a continuation of the MP A26 to MP A31 project, widening will again expand the mainline segment from two lanes in each direction to three lanes in each direction. The start date for construction on this segment is currently expected to begin in 2019, but is contingent on the completion of reconstruction and widening of MP A26 to MP A31.

Lehigh River and Pohopoco Creek Bridge Replacements Project (MP 73.52 to MP 75.29) – This project consists of the replacement of both Lehigh River and adjacent Pohopoco Creek bridges located approximately two miles north of the Lehigh Tunnel between MP 73.52 and MP 75.29. The existing spans were first opened to traffic in 1957. Construction on the new structures, two northbound and two southbound, began December 22, 2008 and is scheduled for completion on November 2, 2012.

Route 903 Interchange Project (MP 74 to MP 95) – This project consists of the construction of a new E-ZPass-only interchange along the Northeast Extension between existing Mahoning Valley (MP 74) and Pocono (MP 95) exits. Construction will be performed in two-phases. Phase 1 will result in the construction of one-half of the new bridge to carry Route 903 over the Northeast Extension. Phase 2 includes all remaining work necessary to complete the interchange. Phase 1 began construction in spring 2009 and was completed approximately one year later. Phase two is scheduled to begin construction in spring 2012 and finish in spring 2014.

Construction Related Impacts on Turnpike System Traffic

Construction related impacts stemming from roadway improvement projects on the Turnpike System are expected to be minimal. Construction projects on the Turnpike System are programmed to minimize lane closures and access restrictions. 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 are maintained in both directions during construction activities.

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 the assumed percent increases in toll rates for each calendar year from 2013 through 2041. In addition, the actual percent increases in toll rates are shown for years 2009 through 2012.

As shown in Table 4-2, the assumed percent increases in toll rates are identical for cars and trucks, and E-ZPass and cash transactions throughout the forecast period. The percent toll-rate increases range from 3.0 to 5.5 percent per year between 2013 and 2021. From 2022 through 2041, a three percent toll-rate increase is assumed for each year. Consistent with the PTC tolling policy, E-ZPass tolls are rounded up to the nearest cent, and cash toll rates are rounded to the nearest nickel.

Table 4-2
Actual and Assumed Future Toll Rate Increases (1)
Pennsylvania Turnpike

Calendar Year		Percent Increase		Sample Toll Rates					
		For Cars and Trucks		\$1.00 Toll		\$2.50 Toll		\$10.00 Toll	
		Cash	E-Zpass	Cash	E-Zpass	Cash	E-Zpass	Cash	E-Zpass
2009	(2)	25.0	25.0	\$1.00	\$1.00	\$2.50	\$2.50	\$10.00	\$10.00
2010	(2)	3.0	3.0	1.05	1.03	2.60	2.58	10.30	10.30
2011	(2)	10.0	3.0	1.20	1.06	2.90	2.65	11.35	10.61
2012	(2)	10.0	0.0	1.35	1.06	3.20	2.65	12.50	10.61
2013		3.0	3.0	1.40	1.09	3.30	2.73	12.90	10.93
2014		3.0	3.0	1.45	1.13	3.40	2.81	13.30	11.26
2015		4.3	4.3	1.55	1.17	3.55	2.93	13.90	11.73
2016		5.5	5.5	1.65	1.24	3.75	3.09	14.70	12.38
2017		5.5	5.5	1.75	1.31	4.00	3.26	15.55	13.06
2018		5.5	5.5	1.85	1.38	4.25	3.44	16.45	13.78
2019		5.5	5.5	2.00	1.45	4.50	3.63	17.40	14.54
2020		5.5	5.5	2.15	1.53	4.75	3.83	18.40	15.34
2021		4.0	4.0	2.25	1.59	4.95	3.99	19.15	15.95
2022		3.0	3.0	2.35	1.64	5.10	4.11	19.75	16.43
2023		3.0	3.0	2.45	1.69	5.30	4.23	20.35	16.92
2024		3.0	3.0	2.55	1.74	5.50	4.36	21.00	17.43
2025		3.0	3.0	2.65	1.80	5.70	4.49	21.65	17.95
2026		3.0	3.0	2.75	1.85	5.90	4.62	22.30	18.49
2027		3.0	3.0	2.85	1.90	6.10	4.76	23.00	19.04
2028		3.0	3.0	2.95	1.96	6.30	4.90	23.70	19.61
2029		3.0	3.0	3.05	2.02	6.50	5.05	24.45	20.20
2030		3.0	3.0	3.15	2.08	6.70	5.20	25.20	20.81
2031		3.0	3.0	3.25	2.14	6.95	5.36	26.00	21.43
2032		3.0	3.0	3.35	2.21	7.20	5.52	26.80	22.08
2033		3.0	3.0	3.50	2.27	7.45	5.68	27.65	22.74
2034		3.0	3.0	3.65	2.34	7.70	5.86	28.50	23.42
2035		3.0	3.0	3.80	2.41	7.95	6.03	29.40	24.12
2036		3.0	3.0	3.95	2.48	8.20	6.21	30.30	24.85
2037		3.0	3.0	4.10	2.56	8.45	6.40	31.25	25.59
2038		3.0	3.0	4.25	2.64	8.75	6.59	32.20	26.36
2039		3.0	3.0	4.40	2.72	9.05	6.79	33.20	27.15
2040		3.0	3.0	4.55	2.80	9.35	6.99	34.20	27.97
2041		3.0	3.0	4.70	2.88	9.65	7.20	35.25	28.80

(1) Future toll rate increases are assumed to be implemented within several days of January 1.

(2) Actual toll rate increase implemented for most Turnpike tolls. Exceptions include Turnpike 576 and a section of Turnpike 43.

Table 4-2 also shows the actual percent increases in toll rates that were implemented in 2009, 2010, 2011, and 2012. In 2009, most Turnpike tolls increased by 25 percent. That was the first toll increase on the Turnpike since 2004. In 2010, a three percent increase was implemented for both cash and E-ZPass transactions. In 2011, a toll rate increase of 10 percent for cash transactions and 3 percent for E-ZPass transactions was implemented. This was the first time a price differential between cash and

E-ZPass was implemented. An additional 10 percent toll rate increase for cash transactions was implemented in 2012, increasing the difference between cash and E-ZPass tolls.

Estimated Toll Sensitivity of Transactions to Toll Increases

An analysis was conducted to estimate the current sensitivity of Turnpike customers to toll increases. Data from the 2009 toll rate increase was used for the following reasons:

1. Toll rates were increased by 25 percent except for Turnpike 576 and Turnpike 43 between Uniontown and Brownsville. The size of the toll increase was large enough to illicit a more discernable response from Turnpike customers.
2. It is more difficult to estimate the toll sensitivity based on the most recent toll increases in 2010, 2011, and 2012. In 2010, the three percent increase in tolls was not large enough to identify a clear reaction from the customers, as the toll increase was largely keeping pace with inflation. Any sensitivity to the toll increase was easy to mask with other variables such as fuel prices, weather and economy. The 2011 toll increase consisted of a 10 percent increase in cash and a three percent increase in E-ZPass. This toll increase caused several shifts in traffic, including some cash traffic to shift to E-ZPass, some cash traffic to reduce or curtail their trips on the Turnpike, and a very small reduction in some E-ZPass trips. Because of the shift from cash to E-ZPass traffic, it is more difficult to isolate the sensitivity to the toll increase. The last toll increase was just implemented on January 1, 2012. There is insufficient data to analyze this last toll increase.

Table 4-3 provides a summary of the estimated impact on transactions of the 25 percent toll rate increase implemented on January 4, 2009. The transactions for calendar year 2009 were compared with 2008 transactions. Passenger car transactions increased by 0.2 percent and commercial vehicle transactions decreased by 8.5 percent. The change in transactions between 2008 and 2009 incorporated normal growth and the impact due to the toll increase.

An analysis of general growth trends prior to and after the 2009 toll increase led to the estimation that normal transaction growth between 2008 and 2009 was approximately 1.0 percent for passenger cars and -7.5 percent for commercial vehicles, largely due to the recession. The difference in the observed growth and the estimated normal growth reflects the impact of the toll rate increase. In this case, the impact of the 25 percent toll-rate increase is estimated at -0.8 percent for passenger cars and -1.0 percent for commercial vehicles. This results in an elasticity of demand of -3.2 percent for passenger cars and -4.0 percent for commercial vehicles. The elasticity of demand is calculated by dividing the estimated toll increase impact by the percent toll rate increase. Thus, for each 100 percent increase in toll rates, passenger car transactions would be expected to decrease by about 3.2 percent and commercial vehicle transactions by about 4.0 percent. This estimated elasticity of demand was

employed in this study to forecast future changes in transactions associated with assumed toll rate increases.

Table 4-3
Estimated Impact of 2009 Toll Rate Increase (1)
Pennsylvania Turnpike System

Time Period/Impact Estimates	Passenger		Commercial	Total
	Car	Vehicle		
Toll Increase plus Normal Growth Impact (2)	0.2%	-8.5%		-0.9%
Estimated Normal Growth Only	1.0%	-7.5%		-0.1%
Estimated Toll Increase Impact (3)	-0.8%	-1.0%		-0.8%
Percent Toll Increase	25.0%	25.0%		25.0%
Elasticity of Demand (4)	-3.2%	-4.0%		-3.2%

- (1) A rate increase of approximately 25 percent was implemented for all vehicle classes on January 4, 2009.
- (2) This reflects the total change in traffic between calendar year 2009 over 2008.
- (3) The estimated toll impact is calculated by subtracting normal growth (row two) from the total traffic impact shown in row one.
- (4) Elasticity of demand is calculated by dividing the estimated toll increase impact by the percent toll rate increase.

Estimated E-ZPass Market Shares in Future Years

Because a price differential has been established between cash 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 and 2012, two sequential toll rate increases established a differential between E-ZPass and cash toll rates. After the 2011 toll rate increase, cash toll rates were approximately 7 percent greater than E-ZPass rates. After the 2012 toll rate increase, cash toll rates are approximately 17 percent greater than cash rates. The differential creates incentives for cash customers to shift to E-ZPass, and for new accounts to favor E-ZPass over cash.

At the direction of the PTC, it is assumed that all future year toll increases will be applied identically to cars and trucks, and to E-ZPass and cash transactions. There will not be any further increases in the E-ZPass and cash toll-rate differential. Table 4-4 presents the actual percent E-ZPass market shares from calendar years 2008 through 2011, and the estimated percent E-ZPass market shares from 2012

**Table 4-4
Actual and Estimated
Future Year E-ZPass Market Shares
Pennsylvania Turnpike System**

Calendar Year		Passenger Cars		Commercial Vehicles		Total Vehicles	
		Percent Market Share	Percentage Change	Percent Market Share	Percentage Change	Percent Market Share	Percentage Change
			Over Prior Year		Over Prior Year		Over Prior Year
2008	(1)	48.6		73.1		51.9	
2009	(1)	52.7	4.0	75.7	2.5	55.5	3.6
2010	(1)	55.7	3.0	76.9	1.2	58.3	2.9
2011	(1)	60.2	4.5	79.0	2.2	62.6	4.3
2012	(2)	64.3	4.1	80.4	1.4	66.4	3.8
2013	(2)	65.7	1.4	81.0	0.6	67.7	1.3
2014	(2)	66.9	1.2	81.6	0.6	68.8	1.1
2015	(2)	68.1	1.2	82.2	0.6	69.9	1.1
2016	(2)	68.8	0.7	82.8	0.6	70.6	0.7
2017	(2)	69.5	0.7	83.3	0.6	71.3	0.7
2018	(2)	70.1	0.7	83.9	0.6	71.9	0.7
2019	(2)	70.8	0.7	84.5	0.6	72.6	0.7
2020	(2)	71.4	0.6	85.0	0.6	73.2	0.6
2021	(2)	71.9	0.5	85.6	0.5	73.7	0.5
2022	(2)	72.5	0.5	86.1	0.5	74.3	0.5
2023	(2)	73.0	0.5	86.6	0.5	74.8	0.5
2024	(2)	73.5	0.5	87.0	0.5	75.3	0.5
2025	(2)	74.0	0.5	87.5	0.5	75.9	0.5
2026	(2)	74.5	0.5	88.0	0.5	76.4	0.5
2027	(2)	75.0	0.5	88.5	0.5	76.8	0.5
2028	(2)	75.4	0.5	89.0	0.5	77.3	0.5
2029	(2)	75.9	0.5	89.5	0.5	77.7	0.5
2030	(2)	76.4	0.5	90.0	0.5	78.2	0.5
2031	(2)	76.7	0.4	90.3	0.3	78.6	0.4
2032	(2)	77.1	0.4	90.6	0.3	78.9	0.3
2033	(2)	77.4	0.4	90.9	0.3	79.3	0.3
2034	(2)	77.8	0.4	91.2	0.3	79.6	0.3
2035	(2)	78.1	0.3	91.5	0.3	80.0	0.3
2036	(2)	78.5	0.3	91.8	0.3	80.3	0.3
2037	(2)	78.8	0.3	92.1	0.3	80.6	0.3
2038	(2)	79.1	0.3	92.4	0.3	81.0	0.3
2039	(2)	79.4	0.3	92.7	0.3	81.3	0.3
2040	(2)	79.8	0.3	93.0	0.3	81.6	0.3
2041	(2)	80.0	0.2	93.3	0.3	81.9	0.3

(1) Actual E-ZPass market shares

(2) Estimated E-ZPass market shares

through 2041 for passenger cars and commercial vehicles. Also shown are the percentage point increases in the E-ZPass market share over the prior year.

In 2010, the E-ZPass market share totaled 55.7 percent for passenger cars and 76.9 percent for commercial vehicles. In 2011, after the 10 percent increase in cash toll rates and the 0 percent toll increase in E-ZPass toll rates, the E-ZPass market share increased by 4.5 percentage points for passenger cars, and 2.2 percentage points for commercial vehicles resulting in an E-ZPass market of 60.2 percent and 79.0 percent, respectively. It is estimated that the E-ZPass market share will increase by another 4.1 percent for passenger cars and 1.4 percent for commercial vehicles in 2012 due to the 10 percent increase in cash tolls implemented in January of that year. One month (January 2012) of transaction data by payment type was available at the time of this study.

The estimated E-ZPass market shares for calendar years 2013 through 2041 was based on historic trends of E-ZPass growth, and assumed no further increases in the differential between cash and E-ZPass tolls. The estimated market shares ranged from 65.7 percent in 2013 to 80.0 percent in 2041 for passenger cars, and 81.0 percent to 93.3 percent for commercial vehicles.

Assumptions on The Commercial Volume Discount Program

On January 1, 2012 the post-paid, commercial volume-discount program was modified. The available discounts were reduced by 5 percentage points for each category, resulting in the following discounts for post-paid E-ZPass customers:

- \$5,000.01 - \$10,000.00 in monthly tolls are eligible for a 5 percent discount; and
- \$10,000.01 and over are eligible for a 10 percent discount in tolls.

The trend in reduced volume discounts is assumed to continue in the future. In January 2013 only those with more than \$10,000 in monthly tolls will receive a discount amounting to 5 percent, and in January 2014 all commercial discounts will be eliminated.

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 transaction growth rates in the various Turnpike corridors (Chapter 4) as well as assumed toll rates, toll elasticities, E-ZPass market share, commercial vehicle volume discount program, etc. are all brought together to develop the following forecasts.

A table similar to Table 4-5 was presented in Chapter 2 (Table 2-5). This table adds information regarding the near term forecast to show the relationship between GDP, GRP and GSP and estimated transaction growth on the Turnpike through 2015. These growth rates, as well as those presented for both employment and retail sales forecasts, all show slightly higher than normal growth in the near term as economic activity begins to pick up after the recent severe recession. Table 4-5 shows that transaction growth is estimated to remain relatively subdued in 2012 and into 2013, remaining at, or below 2.0 percent. A somewhat larger recovery impact is then shown for 2014 and 2015, though with

Table 4-5
Near Term Measures of Commercial Activity and
Total Turnpike Traffic Estimates

Percent Change Over Previous Year

Calendar Year	Gross Domestic Product Growth (1) (U.S.)	Gross Regional Product Growth (1) (NY, NJ, PA)	Gross State Product Growth (1) (PA)	PA Turnpike System Traffic Growth		
				Passenger Cars	Commercial Vehicles	All Vehicles
2009 (Actual)	(3.5)	(2.9)	(1.7)	0.2	(8.5)	(0.9)
1st Quarter	(4.5)	(7.6)	(3.3)			
2nd Quarter	(5.0)	(2.0)	(2.1)			
3rd Quarter	(3.7)	(1.3)	(1.3)			
4th Quarter	(0.5)	(0.4)	(0.1)			
2010 (Actual)	3.0	4.0	3.0	1.0	4.0	1.3
1st Quarter	2.2	5.4	2.1			
2nd Quarter	3.3	4.5	2.7			
3rd Quarter	3.5	3.9	4.6			
4th Quarter	3.1	2.1	2.7			
2011 (Actual)	1.7	0.5	1.2	(1.1)	1.0	(0.9)
1st Quarter	2.2	1.5	2.5			
2nd Quarter	1.6	(0.7)	1.3			
3rd Quarter	1.5	0.0	(0.0)			
4th Quarter	1.6	1.4	0.8			
2012 (2)	2.6	2.7	2.3	1.8	2.9	1.9
1st Quarter	2.1	2.3	1.8			
2nd Quarter	2.4	2.6	2.2			
3rd Quarter	2.8	2.8	2.5			
4th Quarter	3.1	3.2	2.7			
2013	3.1	2.8	2.6	1.9	2.6	2.0
2014	3.9	3.0	3.2	2.3	2.7	2.4
2015	3.7	3.2	2.9	2.3	2.5	2.3

(1) GDP percent changes are based on constant 2005 dollars. Actual data (2009, 2010, and 2011) is from the US Bureau of Economic Analysis. Forecast data (2012 - 2015) is from Moody's Economy.com baseline forecast (February 2012).

(2) Estimated traffic growth for 2012 includes 1 month of actual experience.

growth still in the 2.3 to 2.4 percent range. Beyond this, traffic growth is assumed to moderate to something closer to its longer term forecast average of around 1.6 percent per year.

Table 4-6 shows estimated ticket system transactions and gross toll revenue through FY 2040-41. Actual data is shown for the first three fiscal years; actual data is also included for the first 8 months of FY 2011-12 (actual through January 2012). As shown, total ticket toll transactions are estimated to increase from about 156.1 million in FY 2010-11 (the latest full year of actual experience) to nearly 251.1 million by FY 2040-41; this represents an average annual growth rate of about 1.6 percent. Annual gross toll revenue is estimated to increase from \$723.3 million in FY 2010-11 to nearly \$3.3 billion by FY 2040-41. This represents an average annual increase of about 5.2 percent and includes the impacts of normal growth, annual toll rate increases, and the impact of the I-95 Interchange. The I-95 Interchange and the toll plaza modifications/toll changes associated with it are estimated to add about 4 percent to ticket system revenue when implemented in January 2018.

Table 4-7 identifies the same transaction and gross toll revenue information for the barrier system. As shown, total transactions are estimated to increase from about 33.0 million in FY 2010-11 to 57.4 million by FY 2040-41, an average annual increase of about 1.9 percent. This is slightly greater than the rate of growth for the ticket system, but consistent with the historical relationship between the ticket and barrier systems. Estimated annual toll revenue is expected to increase from nearly \$40.6 million in FY 2010-11 to \$205.6 million by the end of the forecast period. This represents a 5.6 percent annual rate of increase.

Total Turnpike System transactions and gross toll revenue are shown in Table 4-8. Total transactions increase from just over 189.0 million in FY 2010-11 to about 308.5 million by FY 2040-41; this represents an average annual increase of 1.6 percent, or just under half the rate of growth during the previous 30 years. Total gross revenue, after discounts and adjustments, is estimated to grow from approximately \$739.7 million in FY 2010-11 to nearly \$3.5 billion by FY 2040-41, representing a 5.3 percent average annual rate of growth. Again, this includes normal growth, toll increase impacts, and additional revenue from the I-95 Interchange project and associated toll adjustments. As discussed above, the commercial E-ZPass discount program is being phased out. Beginning in January 2014 no discounts will be offered, thus all discount and adjustment impacts are eliminated by FY 2014-15.

Disclaimer

Current accepted professional practices and procedures were used in the development of these traffic and gross toll revenue forecasts. However, as with any forecast of the future, it should be understood that there may be differences between forecasted and actual results caused by events and circumstances beyond the control of the forecasters. In formulating its forecasts, CDM Smith has reasonably relied upon the accuracy and completeness of information provided (both written and oral) by the Pennsylvania Turnpike Commission and other local and state agencies. CDM Smith also has relied upon the reasonable assurances of some independent parties and are not aware of any facts that would make such information misleading.

CDM Smith has made qualitative judgments related to several key variables in the development and analysis of the traffic and revenue forecasts 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

Table 4-6
Ticket System: Estimated Annual Transactions and Gross Toll Revenue (1)
Pennsylvania Turnpike

Traffic and Toll Revenue in Thousands

Fiscal Year	Annual Transactions			Annual Gross Toll Revenue		
	Passenger	Commercial	Total	Passenger	Commercial	Total
	Cars	Vehicles	Vehicles	Cars	Vehicles	Vehicles
2008-09 (2) (4)	133,797	20,449	154,245	\$333,120	\$273,528	\$606,648
2009-10 (2) (5)	134,570	19,765	154,335	388,757	292,174	680,931
2010-11 (2) (6)	135,722	20,368	156,090	406,506	316,770	723,276
2011-12 (3) (7)	134,452	20,384	154,836	420,637	331,251	751,888
2012-13 (8)	136,441	20,814	157,255	438,116	346,512	784,629
2013-14 (8)	139,308	21,284	160,592	458,415	364,565	822,980
2014-15 (8)	142,631	21,777	164,407	483,519	385,700	869,219
2015-16 (8)	145,689	22,248	167,938	515,425	412,388	927,813
2016-17 (8)	148,225	22,692	170,917	551,981	443,229	995,210
2017-18 (8) (9)	151,894	23,324	175,217	599,506	483,879	1,083,385
2018-19 (8)	156,162	24,059	180,221	655,625	531,013	1,186,639
2019-20 (8)	158,350	24,477	182,827	699,892	569,305	1,269,197
2020-21 (8)	160,593	24,905	185,498	743,279	606,757	1,350,036
2021-22 (8)	162,933	25,350	188,283	779,883	639,010	1,418,893
2022-23 (8)	165,348	25,807	191,156	813,680	669,288	1,482,969
2023-24 (8)	167,806	26,270	194,077	848,972	700,932	1,549,904
2024-25 (8)	170,311	26,739	197,050	885,845	733,998	1,619,843
2025-26 (8)	172,846	27,213	200,059	924,281	768,549	1,692,829
2026-27 (8)	175,408	27,693	203,101	964,323	804,645	1,768,968
2027-28 (8)	178,016	28,179	206,194	1,006,134	842,353	1,848,487
2028-29 (8)	180,672	28,670	209,343	1,049,818	881,740	1,931,559
2029-30 (8)	183,376	29,168	212,544	1,095,437	922,915	2,018,352
2030-31 (8)	186,124	29,673	215,797	1,143,267	966,120	2,109,387
2031-32 (8)	188,902	30,181	219,083	1,193,455	1,011,458	2,204,913
2032-33 (8)	191,721	30,697	222,418	1,245,844	1,058,862	2,304,706
2033-34 (8)	194,590	31,220	225,810	1,300,579	1,108,443	2,409,021
2034-35 (8)	197,514	31,749	229,262	1,357,798	1,160,230	2,518,028
2035-36 (8)	200,474	32,283	232,757	1,417,477	1,214,318	2,631,794
2036-37 (8)	203,474	32,824	236,297	1,479,744	1,270,801	2,750,544
2037-38 (8)	206,531	33,371	239,902	1,544,835	1,329,834	2,874,670
2038-39 (8)	209,642	33,926	243,568	1,612,849	1,391,553	3,004,402
2039-40 (8)	212,813	34,489	247,301	1,683,955	1,456,051	3,140,006
2040-41 (8)	216,031	35,060	251,092	1,758,517	1,523,538	3,282,055

(1) Includes the transactions and toll revenue from the Warrendale Plaza.

(2) Reflects actual traffic and revenue experience.

(3) Reflects actual experience through January 2012.

(4) A 25 percent toll rate increase was implemented on January 4, 2009, except for the Southern Beltway and the section of PA 43 from Uniontown to Brownsville, where the toll rates remain unchanged.

(5) A 3 percent toll rate increase was implemented on January 3, 2010, except for the Southern Beltway, where toll rates remained unchanged.

(6) A 10 percent toll rate increase for cash transactions, and a 3 percent toll rate increase for ETC transaction was implemented on January 2, 2011, except for the Southern Beltway, where toll rates remained unchanged.

(7) A 10 percent toll rate increase for cash transactions was implemented on January 1, 2012, except for the Southern Beltway, where toll rates remained unchanged.

(8) Annual toll rate increases are assumed to be implemented at the first of each year. The percent increases are the same for cars and trucks, and for E-ZPass and cash. The percent increases range from 3.00% to 5.50%, depending upon the year. The rates for each year are shown listed in Table 4-2.

(9) Includes impacts for I-95 Interchange Stages 0 and 1, as described in Table 4-1.

Table 4-7
Barrier System: Estimated Annual Transactions and Gross Toll Revenue (1)
Pennsylvania Turnpike

Traffic and Toll Revenue in Thousands

Fiscal Year	Annual Transactions			Annual Gross Toll Revenue		
	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles
2008-09 (2) (4)	28,841	3,134	31,975	\$23,225	\$8,371	\$31,596
2009-10 (2) (5)	29,029	3,168	32,196	27,224	9,884	37,108
2010-11 (2) (6)	29,508	3,445	32,953	29,246	11,335	40,581
2011-12 (3) (7)	30,483	3,755	34,238	32,082	12,922	45,004
2012-13 (8)	31,210	3,967	35,176	34,029	13,953	47,982
2013-14 (8)	31,819	4,144	35,964	35,567	14,981	50,547
2014-15 (8)	32,451	4,317	36,768	37,389	16,120	53,509
2015-16 (8)	33,071	4,482	37,554	39,770	17,505	57,275
2016-17 (8)	33,686	4,624	38,310	42,599	19,035	61,634
2017-18 (8) (9)	34,297	4,750	39,046	45,614	20,615	66,229
2018-19 (8)	34,900	4,868	39,768	48,828	22,277	71,104
2019-20 (8)	35,499	4,984	40,483	52,259	24,051	76,310
2020-21 (8)	36,103	5,103	41,206	55,622	25,814	81,437
2021-22 (8)	36,723	5,224	41,948	58,487	27,370	85,857
2022-23 (8)	37,356	5,348	42,704	61,146	28,847	89,994
2023-24 (8)	37,995	5,472	43,467	63,916	30,392	94,308
2024-25 (8)	38,640	5,597	44,237	66,809	32,009	98,818
2025-26 (8)	39,291	5,722	45,013	69,841	33,697	103,538
2026-27 (8)	39,945	5,848	45,794	73,024	35,460	108,484
2027-28 (8)	40,605	5,975	46,580	76,359	37,296	113,655
2028-29 (8)	41,272	6,101	47,372	79,837	39,208	119,045
2029-30 (8)	41,945	6,227	48,172	83,462	41,200	124,662
2030-31 (8)	42,622	6,353	48,975	87,238	43,277	130,514
2031-32 (8)	43,304	6,481	49,785	91,179	45,448	136,627
2032-33 (8)	43,994	6,609	50,603	95,304	47,720	143,023
2033-34 (8)	44,689	6,740	51,429	99,604	50,099	149,702
2034-35 (8)	45,391	6,871	52,262	104,085	52,588	156,673
2035-36 (8)	46,098	7,004	53,102	108,755	55,190	163,945
2036-37 (8)	46,810	7,138	53,947	113,633	57,914	171,547
2037-38 (8)	47,528	7,273	54,801	118,742	60,769	179,511
2038-39 (8)	48,253	7,410	55,663	124,071	63,754	187,824
2039-40 (8)	48,985	7,548	56,534	129,628	66,877	196,505
2040-41 (8)	49,728	7,689	57,417	135,430	70,152	205,582

- (1) Excludes the transactions and toll revenue from the Warrendale Plaza (which is included in the ticket syst
(2) Reflects actual traffic and revenue experience.
(3) Reflects actual experience through January 2012.
(4) A 25 percent toll rate increase was implemented on January 4, 2009, except for the Southern Beltway and the section of PA 43 from Uniontown to Brownsville, where the toll rates remain unchanged.
(5) A 3 percent toll rate increase was implemented on January 3, 2010, except fro the Southern Beltway, whe toll rates remained unchanged.
(6) A 10 percent toll rate increase for cash transactions, and a 3 percent toll rate increase for ETC transaction was implemented on January 2, 2011, except for the Southern Beltway, where toll rates remained unchang
(7) A 10 percent toll rate increase for cash transactions was implemented on January 1, 2012, except for the Southern Beltway, where toll rates remained unchanged.
(8) Annual toll rate increases are assumed to be implemented at the first of each year. The percent increases are the same for cars and trucks, and for E-ZPass and cash. The percent increases range from 3.00% to 5.50%, depending upon the year. The rates fro each year are shown listed in Table 4-2.
(9) Includes impacts for I-95 Interchange Stages 0 and 1, as described in Table 4-1.

Table 4-8
Total System: Estimated Annual Transactions and Gross Toll Revenue
Pennsylvania Turnpike

Traffic and Toll Revenue in Thousands

Fiscal Year	Annual Transactions			Annual Gross Toll Revenue			Discounts and Adjustments (8)	Adjusted Annual Gross Revenue
	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles		
2008-09 (1) (3)	162,638	23,583	186,220	\$356,345	\$281,899	\$638,245	(\$22,640)	\$615,605
2009-10 (1) (4)	163,599	22,933	186,531	415,981	302,057	718,038	(24,211)	693,827
2010-11 (1) (5)	165,230	23,812	189,042	435,752	328,105	763,856	(24,153)	739,703
2011-12 (2) (6)	164,935	24,139	189,074	452,719	344,174	796,893	(17,553)	779,340
2012-13 (7)	167,650	24,781	192,431	472,145	360,465	832,610	(11,895)	820,715
2013-14 (7)	171,127	25,428	196,555	493,982	379,546	873,527	(5,693)	867,834
2014-15 (7)	175,081	26,094	201,175	520,908	401,820	922,728	0	922,728
2015-16 (7)	178,761	26,730	205,491	555,195	429,893	985,088	0	985,088
2016-17 (7)	181,912	27,316	209,227	594,580	462,264	1,056,844	0	1,056,844
2017-18 (7) (9)	186,190	28,073	214,263	645,120	504,494	1,149,614	0	1,149,614
2018-19 (7)	191,062	28,927	219,988	704,453	553,290	1,257,743	0	1,257,743
2019-20 (7)	193,849	29,461	223,311	752,150	593,357	1,345,507	0	1,345,507
2020-21 (7)	196,697	30,007	226,704	798,902	632,571	1,431,473	0	1,431,473
2021-22 (7)	199,656	30,575	230,231	838,370	666,380	1,504,749	0	1,504,749
2022-23 (7)	202,705	31,155	233,860	874,826	698,136	1,572,962	0	1,572,962
2023-24 (7)	205,802	31,742	237,544	912,888	731,324	1,644,212	0	1,644,212
2024-25 (7)	208,951	32,336	241,287	952,654	766,007	1,718,661	0	1,718,661
2025-26 (7)	212,137	32,935	245,072	994,122	802,245	1,796,367	0	1,796,367
2026-27 (7)	215,353	33,541	248,895	1,037,347	840,105	1,877,451	0	1,877,451
2027-28 (7)	218,621	34,153	252,774	1,082,493	879,649	1,962,142	0	1,962,142
2028-29 (7)	221,944	34,771	256,715	1,129,655	920,949	2,050,604	0	2,050,604
2029-30 (7)	225,321	35,395	260,716	1,178,900	964,115	2,143,014	0	2,143,014
2030-31 (7)	228,746	36,026	264,772	1,230,505	1,009,396	2,239,901	0	2,239,901
2031-32 (7)	232,206	36,662	268,868	1,284,634	1,056,906	2,341,539	0	2,341,539
2032-33 (7)	235,715	37,306	273,021	1,341,147	1,106,582	2,447,729	0	2,447,729
2033-34 (7)	239,279	37,959	277,239	1,400,182	1,158,541	2,558,724	0	2,558,724
2034-35 (7)	242,905	38,620	281,524	1,461,883	1,212,818	2,674,701	0	2,674,701
2035-36 (7)	246,572	39,287	285,858	1,526,231	1,269,508	2,795,739	0	2,795,739
2036-37 (7)	250,283	39,961	290,245	1,593,376	1,328,715	2,922,091	0	2,922,091
2037-38 (7)	254,058	40,644	294,702	1,663,578	1,390,603	3,054,181	0	3,054,181
2038-39 (7)	257,895	41,336	299,231	1,736,920	1,455,306	3,192,226	0	3,192,226
2039-40 (7)	261,798	42,037	303,835	1,813,583	1,522,929	3,336,511	0	3,336,511
2040-41 (7)	265,760	42,749	308,509	1,893,947	1,593,690	3,487,637	0	3,487,637

(1) Reflects actual traffic and revenue experience.

(2) Reflects actual experience through January 2012.

(3) A 25 percent toll rate increase was implemented on January 4, 2009, except for the Southern Beltway and the section of Turnpike 43 from Uniontown to Brownsville, where the toll rates remain unchanged.

(4) A 3 percent toll rate increase was implemented on January 3, 2010, except for the Southern Beltway, where the toll rates were unchanged.

(5) A 10 percent toll rate increase for cash transactions, and a 3 percent toll rate increase for ETC transactions was implemented on January 2, 2011, except for the Southern Beltway, where toll rates remained unchanged.

(6) Cash toll rates were increased by 10 percent on January 1, 2012, except for Turnpike 576, where toll rates were unchanged.

(7) Annual toll rate increases are assumed to be implemented at the first of each year. The percent increases are the same for cars and trucks, and for E-ZPass and cash. The percent increases range from 3.00% to 5.50% depending upon the year. The rate increases are shown in Table

(8) This reflects actual discounts and adjustments through FY 2010-11 and for the first eight months of FY 2011-12. Changes were implemented in the commercial discount program in both January 2011 and January 2012 to reduce the amount of the discount. Continued reductions in the discount levels will be made in January 2013; and commercial discounts will be eliminated altogether in January 2014.

(9) Includes impacts for I-95 Interchange Stages 0 and 1, as described in Table 4-1.

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 to 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 state and local agencies. These estimates and projections may not be indicative of actual or future values, and are therefore subject to substantial uncertainty. Future developments 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 projections contained within this report.

While CDM Smith believes that some of the projections or other forward-looking statements contained within the report are based on reasonable assumptions as of the date in 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.

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March 18, 2013

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

Subject: Pennsylvania Turnpike Commission 2013 Traffic and Toll Revenue
Bring Down Letter

Dear Mr. Grieshaber:

It is our understanding that the Pennsylvania Turnpike Commission (PTC or the Commission) will be going to the bond market next month in order to support the Commission's ongoing capital improvement program and other funding requirements. The purpose of this letter is to provide an update to the previous investment grade study, the Pennsylvania Turnpike 2012 Traffic and Revenue Forecast Study (2012 Forecast Study), prepared by CDM Smith and dated March 9, 2012, which presented traffic and gross toll revenue forecasts from fiscal year (FY) 2011-12 through FY 2040-41, or 29 years. A fiscal year runs from June 1 through May 31. The last actual traffic and revenue data in the 2012 Forecast Study was January 2012.

This Bring Down Letter provides updated traffic and toll revenue trends from February 2012 through January 2013 (the most recent month of actual experience), reviews actual versus estimated traffic and revenue over that period, and provides updated traffic and revenue forecasts through FY 2040-41. The updated forecasts incorporate the following developments that represent changes from the 2012 Forecast Study. Each of these developments will be described in following sections.

- Different annual toll rate increases in calendar years 2013 through 2027;
- Different E-ZPass penetration rates associated with changes in the 2013 and future year toll rate schedules;
- Actual traffic and revenue experience through January 2013; and
- Lower economic growth than anticipated in 2012, 2013, and 2014 at the time the 2012 Forecast Study was developed.



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 March 18, 2013
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It is important to note that the Bring Down Letter adjusts only near-term traffic and toll revenue forecasts to account for lowered expectations on economic performance in 2013 and 2014. Forecasted growth rates from 2015 and beyond are unchanged from those in the 2012 Forecast Study. The revised traffic and toll revenue estimates do include adjustments for the changed assumptions in toll rate increases and the associated changes in E-ZPass penetration rates through FY 2041.

The 2012 Forecast Study provides detailed information on the socioeconomic trends and forecasts for the state, region and country that formed the basis for the original traffic and toll revenue forecasts. Additional information regarding the Pennsylvania Turnpike (Turnpike), such as historical toll rate increases, sample toll rates, E-ZPass market share, and more, are also provided in the 2012 Forecast Study.

Historical Toll Rate Increases and Current Toll Rates

Table 1 provides a historical summary of toll rate increases on the Turnpike System from 1987 to the most recent increase implemented on January 6, 2013. Rate increases are presented as a percent increase over the previous toll rate for cash and E-ZPass. The four rate increases implemented between 1987 and 2009 ranged from 25.0 percent to 42.5 percent and were implemented in irregular intervals. The Pennsylvania Turnpike Commission has increased certain tolls annually since 2009.

Date	Percent Increase		Comment
	Cash	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 toll increase on Turnpike 576 or Turnpike 43 between Uniontown and Brownsville
1/3/2010	3.0	3.0	No toll increase on Turnpike 576
1/2/2011	10.0	3.0	No toll increase on Turnpike 576
1/1/2012	10.0	0.0	No toll increase on Turnpike 576
1/6/2013	10.0	2.0	

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On January 2, 2011, a toll rate differential was implemented for the first time between E-ZPass and cash toll rates. E-ZPass tolls were increased by 3 percent and cash tolls were increased by 10 percent. The rate increase implemented on January 1, 2012 (10 percent cash only) increased the differential, further incentivizing E-ZPass participation. On January 6, 2013, E-ZPass tolls were increased by 2 percent and cash tolls were increased by 10 percent. In 2013, E-ZPass customers will pay, on average, approximately 27 percent less than cash customers for the same trip. The toll rate increase that was implemented on January 6, 2013 is different from the assumed toll rate increase in the 2012 Forecast Study, which assumed a three percent increase for both E-ZPass and cash tolls.

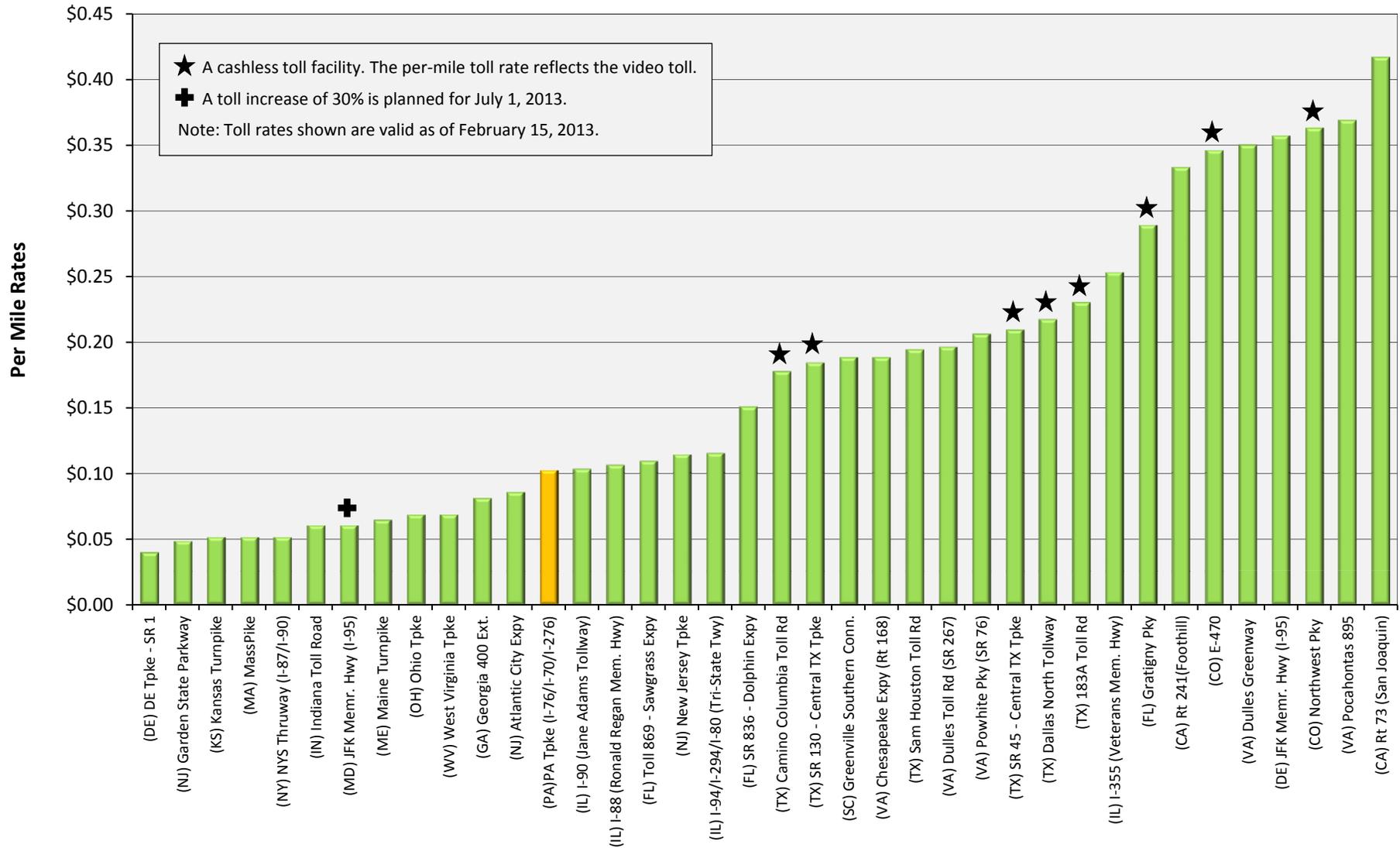
Figures 1 and 2 show the 2013 per-mile toll rates for a through trip on 38 U.S. toll facilities, for cash and electronic toll collection (ETC) payments, respectively. The per-mile toll rate is shown for the Pennsylvania Turnpike Ticket System (the yellow bar), which is by far the largest component of the Turnpike System comprising about 82 percent of all transactions and 94 percent of all toll revenue in FY 2011-12. The purpose of these figures is to show that even with the four consecutive annual toll increases since 2010, the per-mile toll rates on the Pennsylvania Turnpike System, at 10.2 cents per mile for cash customers and 8.1 cents per mile for E-ZPass customers, are still very reasonably priced compared to other major toll facilities in the U.S.

Annual Transaction and Gross Toll Revenue Trends

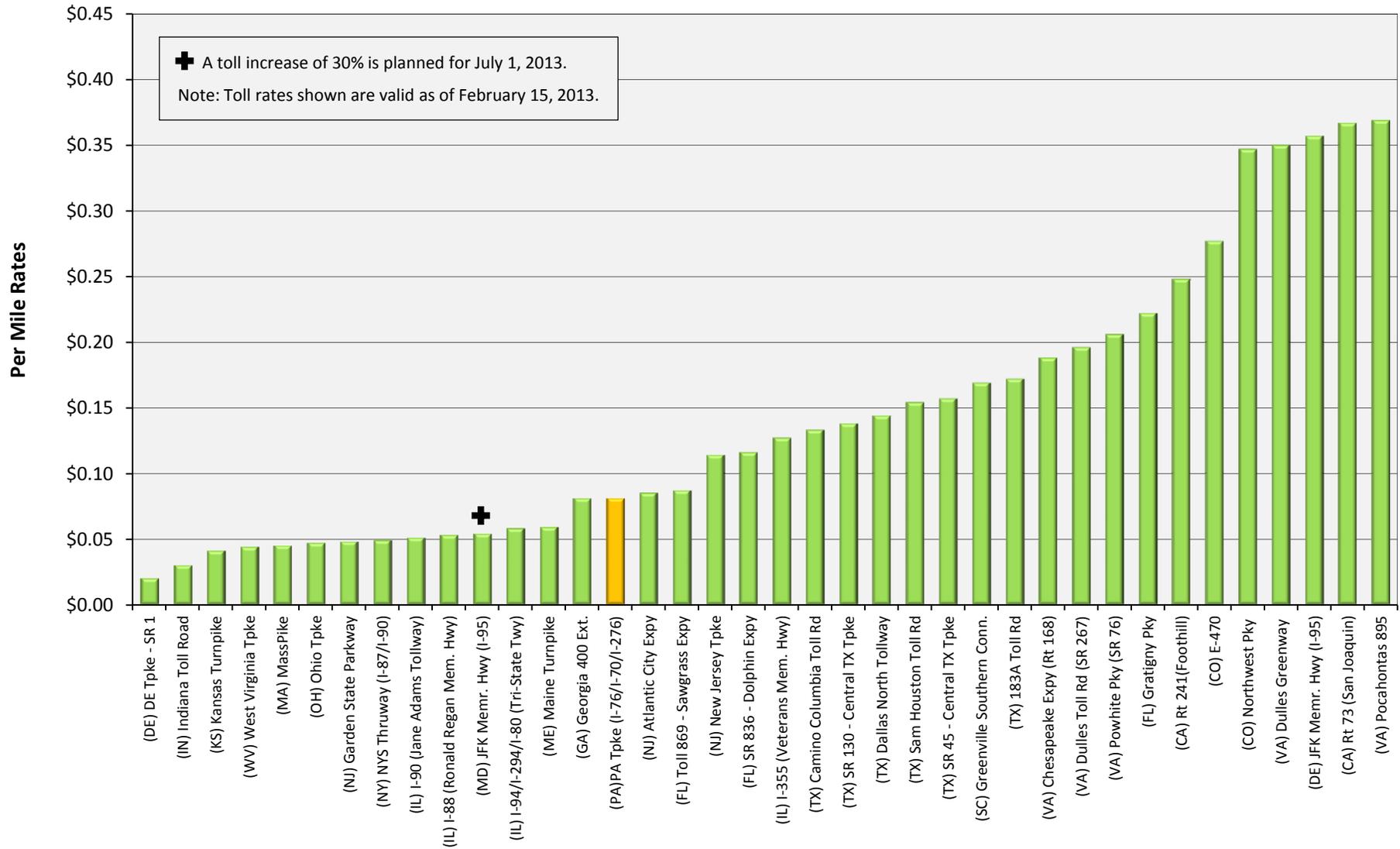
Table 2 provides a summary of annual Systemwide transactions and adjusted gross toll revenue trends from FY 1979-80 through FY 2011-12. Note that the adjusted toll revenue includes adjustments and discounts attributable to the commercial volume-discount program. Prior to the implementation of discounted E-ZPass toll rates, a post-paid, volume discount program was established for high-volume commercial E-ZPass accounts. With the advent of an automatically applied toll discount to E-Zpass accounts, the commercial-discount program is being gradually phased out. In 2012, the following discounts were available to post-paid E-ZPass customers:

- \$5,000.01 - \$10,000.00 in monthly tolls are eligible for a 5 percent discount; and
- \$10,000.01 and over are eligible for a 10 percent discount in tolls.

In January 2013 the discount program was modified so that only those with more than \$10,000 in monthly tolls receive a 5 percent discount. In January 2014 all commercial discounts will be eliminated.



**2013 CASH PER-MILE TOLL RATES FOR PASSENGER CARS
(BASED ON A THROUGH TRIP)**



**2013 ETC PER-MILE TOLL RATES FOR PASSENGER CARS
(BASED ON A THROUGH TRIP)**



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Table 2
Annual Systemwide Traffic and Adjusted Gross Toll Revenue Trends
Pennsylvania Turnpike System
 (in thousands)

Fiscal Year	Transactions						Adjusted Toll Revenue (8)					
	Cars	Percent	Trucks	Percent	Total	Percent	Cars	Percent	Trucks	Percent	Total	
		Change		Change		Change		Change		Change		Change
		Over Prior		Over Prior		Over Prior		Over Prior		Over Prior		Over Prior
1979-80	53,823		9,053		62,876		\$53,818		\$52,823		\$106,641	
1980-81	56,149	4.3	8,865	(2.1)	65,014	3.4	57,098	6.1	52,930	0.2	110,028	3.2
1981-82	59,468	5.9	9,069	2.3	68,537	5.4	60,227	5.5	55,264	4.4	115,491	5.0
1982-83	62,908	5.8	9,088	0.2	71,996	5.0	63,529	5.5	55,162	(0.2)	118,691	2.8
1983-84	65,398	4.0	10,234	12.6	75,632	5.1	65,849	3.7	63,510	15.1	129,359	9.0
1984-85	69,919	6.9	11,081	8.3	81,000	7.1	69,965	6.3	69,516	9.5	139,481	7.8
1985-86	73,926	5.7	11,790	6.4	85,716	5.8	73,616	5.2	74,729	7.5	148,345	6.4
1986-87 (1)	75,255	1.8	11,981	1.6	87,236	1.8	84,025	14.1	84,220	12.7	168,245	13.4
1987-88	78,434	4.2	12,747	6.4	91,181	4.5	103,741	23.5	101,477	20.5	205,218	22.0
1988-89	83,771	6.8	13,604	6.7	97,375	6.8	110,781	6.8	109,499	7.9	220,280	7.3
1989-90	86,650	3.4	13,442	(1.2)	100,092	2.8	114,269	3.1	107,599	(1.7)	221,868	0.7
1990-91	89,040	2.8	13,027	(3.1)	102,067	2.0	116,579	2.0	102,833	(4.4)	219,412	(1.1)
1991-92 (2)	89,499	0.5	12,178	(6.5)	101,677	(0.4)	150,158	28.8	118,337	15.1	268,495	22.4
1992-93	96,953	8.3	13,061	7.3	110,014	8.2	153,394	2.2	123,393	4.3	276,787	3.1
1993-94	106,708	10.1	14,261	9.2	120,969	10.0	158,053	3.0	122,846	(0.4)	280,899	1.5
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 (3)	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 (4)	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 (5)	163,599	0.6	22,933	(2.8)	186,531	0.2	415,981	16.7	277,847	7.2	693,827	12.7
2010-11 (6)	165,230	1.0	23,812	3.8	189,042	1.3	435,752	4.8	303,952	9.4	739,704	6.6
2011-12 (7)	164,960	(0.2)	24,127	1.3	189,087	0.0	455,133	4.4	325,665	7.1	780,798	5.6

Average Annual Percent Change

Fiscal Year	Transactions			Adjusted Gross Toll Revenue (7)		
	Cars	Trucks	Total	Cars	Trucks	Total
FY 1979-80 - FY 1989-90	4.9	4.0	4.8	7.8	7.4	7.6
FY 1989-90 - FY 1999-00	4.8	4.7	4.8	5.5	4.8	5.2
FY 1999-00 - FY 2011-12	1.5	1.0	1.4	7.3	5.5	6.5
FY 1979-80 - FY 2011-12	3.6	3.1	3.5	6.9	5.8	6.4

(1) Tolls increased by 30% on January 2, 1987.

(2) Tolls increased by 30% on June 1, 1991.

(3) Tolls increased by 42.5% on August 1, 2004.

(4) Tolls increased by 25% on January 4, 2009, except for Turnpike 576 and Turnpike 43 from Uniontown to Brownsville where toll rates remained unchanged.

(5) Tolls increase by 3% on January 3, 2010, except for Turnpike 576 where toll rates remained unchanged.

(6) E-ZPass tolls increased by 3% and a cash tolls increased by 10% on January 2, 2011, except for Turnpike 576 where toll rates remained unchanged.

(7) Cash tolls increased by 10% on January 1, 2012, except for Turnpike 576 where toll rates remained unchanged.

(8) The toll revenue includes the adjustments associated with the commercial volume-discount program.

The Pennsylvania Turnpike System is a large, mature system that has demonstrated long-term growth in transactions and toll revenue. Table 2 presents historical traffic and toll revenue growth over the past 32 years, from FY 1979-80 through FY 2011-12. Between FY 1979-80 and FY 1989-90, Turnpike transactions and adjusted toll revenue grew by an average annual rate of 4.8 percent and 7.6 percent, respectively. Similarly, in the 10 years from FY 1989-90 to FY 1999-00, Turnpike transactions and adjusted gross toll revenue grew by average annual rates of 4.8 percent and 5.2 percent, respectively. Over the most recent twelve-year period from FY 1999-00 through FY 2011-12, Turnpike transaction growth averaged 1.4 percent per year, compared to adjusted toll revenue growth of 6.5 percent per year. During this twelve-year period, transactions were negatively impacted by the Great Recession that lasted from approximately December 2007 through June 2009. This recession particularly impacted commercial vehicle traffic. Growth in transactions has been slow since the end of the Great Recession, increasing by 0.2 percent in FY 2009-10, 1.3 percent in FY 2010-11, and by 0.0 percent in FY 2011-12. This slow growth was primarily due to the very slow economic recovery. Toll revenue increased at a much greater rate than transactions during the last 12 years due to toll increases implemented in 2004, 2009, and in every year since 2009.

Monthly Transactions and Gross Toll revenue Trends

Table 3 presents recent monthly transaction trends from FY 2008-09 through January 2013 for all PTC toll facilities. The facilities are summarized in the following groups:

- The ticket system – comprised of I-76/I-276 and I-476;
- Turnpike 43 (Mon/Fayette) and Turnpike 576 (Southern Beltway);
- Turnpike 66;
- Northeast Extension Barrier Plazas;
- Turnpike I-376; and
- The Total Turnpike System (comprised of all the facilities listed above).

The information is provided by passenger cars, commercial vehicles, and total vehicles. For comparative purposes, subtotals are provided for June through January for each fiscal year.

As previously mentioned, the ticket system is by far the largest component of both traffic and toll revenue on the Turnpike System. Since the Great Recession officially ended in June 2009, transaction growth has been slow on the ticket system, primarily due to a very slow economic recovery. Total transaction growth was 0.1 percent in FY 2009-10, 1.1 percent in FY 2010-11, and negative 0.9 percent in 2011-12. Year to date (June 2012 through January 2013) transaction growth was negative 1.3 percent compared to the same period in the prior year. Again, these growth rates



Mr. Nikolaus Grieshaber
 March 18, 2013
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Table 3
Pennsylvania Turnpike Monthly Traffic Volume Trends By Facility and Vehicle Class
Volumes in Thousands

Month	Passenger Cars				Commercial Vehicles				Total Vehicles									
	2008-09	2009-10	2010-11	% Chg. 2011-12	2008-09	2009-10	2010-11	% Chg. 2011-12	2008-09	2009-10	2010-11	% Chg. 2011-12						
June	11,561	2.4	11,836	2.0	12,077	(2.1)	11,827	(0.5)	11,771	13,457	1.0	13,596	2.4	13,920	(1.9)	13,654	(0.9)	13,537
July	12,100	2.7	12,422	1.4	12,594	(3.5)	12,154	(1.9)	11,918	14,047	1.1	14,196	1.4	14,399	(3.7)	13,873	(1.6)	13,647
Aug.	12,502	(0.6)	12,431	2.0	12,674	(5.0)	12,039	2.5	12,337	14,004	(1.6)	14,169	2.5	14,520	(4.3)	13,888	2.2	14,190
Sept.	11,014	3.1	11,378	1.3	11,529	(2.3)	11,264	(2.4)	10,995	12,849	1.9	13,091	1.7	13,308	(2.1)	13,024	(3.0)	12,628
Oct.	11,843	(0.6)	11,766	2.5	12,059	(3.7)	11,608	(3.8)	11,172	13,755	(1.8)	13,512	2.4	13,841	(3.4)	13,372	(3.3)	12,934
Nov.	10,927	1.8	11,129	1.7	11,322	(1.5)	11,148	(1.6)	10,970	12,489	1.4	12,661	2.4	12,970	(1.3)	12,804	(1.1)	12,667
Dec.	10,915	(1.6)	10,745	1.2	10,876	0.8	10,962	(3.5)	10,576	12,482	(1.6)	12,285	1.5	12,471	0.5	12,538	(3.7)	12,080
Jan.	9,816	2.9	10,104	(4.5)	9,650	3.6	9,993	0.6	10,050	11,304	2.2	11,555	(3.6)	11,139	3.3	11,509	1.2	11,650
Feb.	9,516	(12.6)	8,321	13.1	9,408	4.3	9,817			10,921	(11.6)	9,649	12.3	10,837	4.4	11,314		
March	10,740	4.5	11,227	(1.9)	11,011	(0.6)	10,947			12,336	4.9	12,940	(1.5)	12,740	(0.8)	12,633		
April	11,205	1.6	11,387	(3.2)	11,020	(0.9)	10,921			12,867	2.0	13,123	(3.3)	12,684	(0.9)	12,571		
May	11,657	1.4	11,825	(2.7)	11,503	1.7	11,704			13,336	1.7	13,558	(2.2)	13,261	1.9	13,514		
Total Year	133,797	0.6	134,570	0.9	135,722	(1.0)	134,383			154,245	0.1	154,335	1.1	156,090	(0.9)	154,695		
June-Jan	90,679	1.2	91,811	1.1	92,780	(1.9)	90,994	(1.3)	89,789	104,786	0.3	105,065	1.4	106,568	(1.8)	104,663	(1.3)	103,332

Month	Passenger Cars				Commercial Vehicles				Total Vehicles									
	2008-09	2009-10	2010-11	% Chg. 2011-12	2008-09	2009-10	2010-11	% Chg. 2011-12	2008-09	2009-10	2010-11	% Chg. 2011-12						
June	723	11.4	806	2.3	824	1.4	835	17.1	978	757	11.1	841	3.1	867	2.0	885	18.0	1,044
July	755	11.6	842	2.0	859	6.4	914	14.0	1,042	791	11.8	884	2.3	904	6.6	964	15.1	1,109
Aug.	816	6.5	869	3.2	897	11.5	1,000	13.4	1,134	851	7.5	915	3.1	944	12.2	1,059	14.1	1,209
Sept.	811	8.3	879	4.2	915	9.9	1,006	5.2	1,059	844	9.2	922	4.1	960	10.6	1,062	5.5	1,120
Oct.	880	4.4	919	3.7	954	7.9	1,029	6.7	1,098	915	5.1	962	3.7	997	8.5	1,082	7.9	1,167
Nov.	822	0.2	824	3.6	854	12.0	956	4.3	998	855	0.7	861	3.5	891	12.9	1,006	5.1	1,058
Dec.	813	(2.0)	796	4.7	833	12.7	939	0.7	946	840	(1.4)	827	4.5	865	13.8	984	1.3	997
Jan.	729	(0.9)	722	3.8	750	11.5	836	5.4	881	753	(0.5)	750	4.3	782	12.6	880	6.3	936
Feb.	735	(10.0)	662	15.0	761	16.3	885			764	(10.2)	686	15.5	793	18.0	935		
March	819	5.2	861	(0.4)	858	13.4	973			850	5.9	901	0.1	902	14.3	1,031		
April	842	4.0	876	(1.6)	862	12.3	968			873	5.0	917	(1.7)	901	14.2	1,029		
May	813	2.8	836	0.6	841	21.6	1,022			844	3.8	876	0.9	885	23.1	1,089		
Total Year	9,558	3.5	9,892	3.2	10,208	11.3	11,365			9,937	4.1	10,342	3.4	10,690	12.3	12,004		
June-Jan	6,349	4.9	6,657	3.4	6,886	9.2	7,516	8.2	8,136	6,606	5.4	6,962	3.6	7,209	9.9	7,921	9.1	8,638

NOTES:
 (1) Tolls increased by 25% on January 4, 2009, except for Turnpike 576 and Turnpike 43 from Uniontown to Brownsville where toll rates remained unchanged.
 (2) Tolls increase by 3% on January 3, 2010, except for Turnpike 576 where toll rates remained unchanged.
 (3) E-ZPass tolls increased by 3% and a cash tolls increased by 10% on January 2, 2011, except for Turnpike 576 where toll rates remained unchanged.
 (4) Cash tolls increased by 10% on January 1, 2012, except for Turnpike 576 where toll rates remained unchanged.
 (5) Cash tolls increased by 10% and E-ZPass tolls increased by 2% on January 6, 2013.
 (6) February 2010 traffic was negatively impacted several times due to severe snowstorms.
 (7) January 2011 traffic was negatively impacted due to several winter storms.
 (8) Phase 2 of the Turnpike 43 Uniontown to Brownsville project opened to traffic in July 2012, with positive impacts to traffic.
 (9) Hurricane Sandy negatively impacted traffic and toll revenue in late October and early November 2012.
 (10) Several winter weather events negatively impacted traffic and toll revenue in December 2012.



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Table 3 (Cont'd)
 Pennsylvania Turnpike Monthly Traffic Volume Trends By Facility and Vehicle Class
 Volumes in Thousands

Month	Passenger Cars				Commercial Vehicles				Total Vehicles										
	2008-09	% Chg.	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	2008-09	% Chg.	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	
June	596	2.0	608	2.0	620	(1.9)	608	(2.6)	593	682	0.8	687	3.6	712	(1.9)	699	(1.9)	685	
July	617	0.7	622	3.4	643	(4.5)	614	(3.9)	590	92	708	(0.6)	703	4.2	733	(4.0)	704	(3.1)	682
Aug.	642	(3.2)	622	4.4	649	(2.7)	631	(1.5)	622	92	730	(4.2)	699	6.5	745	(2.0)	730	(1.3)	721
Sept.	607	(0.2)	605	4.4	632	(3.1)	612	(5.2)	581	88	(11.0)	87	694	(1.2)	686	5.7	725	(2.6)	667
Oct.	640	(3.9)	614	5.0	645	(3.4)	623	(3.0)	604	89	(6.1)	84	6.4	89	10.8	99	(4.0)	95	
Nov.	583	(1.2)	576	3.5	596	(1.6)	586	(3.1)	568	70	2.0	71	11.0	79	14.9	91	(12.2)	79	
Dec.	608	(4.3)	582	1.9	593	0.7	598	(7.0)	556	65	5.6	69	4.8	72	9.3	79	(12.9)	68	
Jan.	520	(0.2)	519	(0.5)	516	2.3	528	(3.0)	512	62	4.0	65	8.5	70	6.5	75	(1.7)	74	
Feb.	501	(8.5)	458	9.4	501	3.3	518			60	(2.1)	59	11.3	65	12.9	74			
March	568	5.0	596	(2.7)	580	0.0	580			69	10.1	76	4.6	80	6.6	85			
April	578	4.3	602	(4.6)	574	(0.9)	569			71	19.2	84	(7.4)	78	12.3	88			
May	609	1.8	620	(3.1)	601	0.9	607			74	17.5	87	0.3	87	10.1	96			
Total Year	7,069	(0.6)	7,025	1.8	7,150	(1.1)	7,074			911	0.3	914	8.6	992	6.6	1,058			
June-Jan	4,813	(1.4)	4,748	3.1	4,894	(1.9)	4,801	(3.7)	4,625	637	(4.7)	607	12.3	682	4.9	716	(4.1)	686	

Month	Passenger Cars				Commercial Vehicles				Total Vehicles									
	2008-09	% Chg.	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	2008-09	% Chg.	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13
June	435	1.0	440	(2.6)	428	1.7	435	3.6	451	78	(0.8)	77	0.8	78	8.8	85	5.3	89
July	517	11.3	576	(4.8)	548	0.2	549	(4.3)	526	83	3.0	86	(4.2)	82	3.2	85	6.0	90
Aug.	570	6.2	606	(8.1)	556	(6.1)	522	5.8	553	82	4.9	86	(1.8)	85	5.4	89	5.9	94
Sept.	401	9.9	441	(3.1)	427	(1.8)	419	(4.0)	402	80	(0.4)	79	2.2	81	6.8	87	(6.6)	81
Oct.	431	(1.1)	426	5.0	447	(0.7)	444	(8.6)	406	78	(5.7)	74	7.1	79	9.9	87	(2.1)	85
Nov.	394	1.4	400	4.0	416	(2.0)	407	(1.2)	403	61	(1.2)	61	19.7	73	1.2	74	9.8	81
Dec.	359	(3.2)	347	1.1	351	4.6	367	(4.5)	350	61	(0.5)	60	9.3	66	4.4	69	0.9	70
Jan.	286	(0.0)	286	0.8	288	2.5	295	2.3	302	56	1.9	57	8.7	63	4.0	65	15.6	75
Feb.	289	(11.9)	254	8.6	276	7.4	296			54	(4.0)	52	14.1	59	9.8	65		
March	337	3.2	348	(4.5)	332	4.4	346			61	9.9	67	3.7	70	6.2	74		
April	400	(0.3)	399	2.0	407	4.1	423			68	2.4	69	10.4	77	13.3	87		
May	458	(6.1)	430	7.9	464	1.3	470			77	(2.1)	75	19.4	90	11.6	100		
Total Year	4,876	1.5	4,951	(0.2)	4,940	0.7	4,976			839	0.6	844	6.7	901	7.1	965		
June-Jan	3,393	3.7	3,520	(1.7)	3,462	(0.6)	3,440	(1.4)	3,393	580	0.2	581	4.3	606	5.5	639	4.0	665

NOTES:
 (1) Tolls increased by 25% on January 4, 2009, except for Turnpike 576 and Turnpike 43 from Uniontown to Brownsville where toll rates remained unchanged.
 (2) Tolls increase by 3% on January 3, 2010, except for Turnpike 576 where toll rates remained unchanged.
 (3) E-ZPass tolls increased by 3% and a cash tolls increased by 10% on January 2, 2011, except for Turnpike 576 where toll rates remained unchanged.
 (4) Cash tolls increased by 10% on January 1, 2012, except for Turnpike 576 where toll rates remained unchanged.
 (5) Cash tolls increased by 10% and E-ZPass tolls increased by 2% on January 6, 2013.
 (6) February 2010 traffic was negatively impacted several times due to severe snowstorms.
 (7) January 2011 traffic was negatively impacted due to several winter storms.
 (8) Phase 2 of the Turnpike 43 Uniontown to Brownsville project opened to traffic in July 2012, with positive impacts to traffic.
 (9) Hurricane Sandy negatively impacted traffic and toll revenue in late October and early November 2012.
 (10) Several winter weather events negatively impacted traffic and toll revenue in December 2012.



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Table 3 (Cont'd)
Pennsylvania Turnpike Monthly Traffic Volume Trends By Facility and Vehicle Class
Volumes in Thousands

Month	Passenger Cars				Commercial Vehicles				Total Vehicles			
	2008-09	2009-10	2010-11	2011-12	2008-09	2009-10	2010-11	2011-12	2008-09	2009-10	2010-11	2011-12
June	649 (1.3)	640 (1.0)	633 (0.7)	638 (1.9)	84 (21.3)	102 (0.1)	102 (0.1)	102 (6.2)	746 (3.0)	724 (1.6)	735 (0.6)	739 (0.8)
July	696 (3.3)	673 (0.9)	680 (0.9)	674 (3.5)	103 (15.6)	87 (8.3)	94 (4.4)	98 (9.2)	799 (4.9)	760 (1.8)	774 (0.2)	772 (1.9)
Aug.	704 (5.1)	668 (1.0)	675 (1.7)	664 (1.5)	102 (13.4)	88 (12.8)	100 (12.1)	112 (9.9)	807 (6.2)	757 (2.4)	775 (0.1)	776 (1.2)
Sept.	631 (1.5)	622 (2.5)	638 (3.8)	613 (4.1)	98 (14.7)	84 (19.4)	100 (2.5)	102 (6.2)	729 (3.2)	706 (4.5)	738 (3.0)	716 (4.4)
Oct.	656 (1.9)	644 (1.2)	652 (0.2)	653 (7.2)	97 (13.8)	84 (12.3)	94 (10.6)	104 (0.6)	754 (3.4)	728 (2.5)	746 (1.5)	758 (6.3)
Nov.	593 (0.3)	595 (2.1)	607 (3.5)	586 (2.9)	75 (4.8)	81 (9.2)	93 (11.9)	92 (0.4)	667 (0.2)	666 (4.0)	692 (2.0)	679 (2.7)
Dec.	613 (5.0)	583 (2.5)	568 (3.0)	585 (6.7)	72 (6.9)	67 (11.4)	75 (12.5)	85 (2.0)	686 (5.2)	650 (1.1)	643 (4.1)	670 (6.1)
Jan.	499 (0.1)	500 (1.2)	494 (0.6)	497 (0.7)	66 (1.6)	65 (12.9)	73 (10.7)	81 (8.2)	565 (0.1)	565 (0.4)	567 (1.9)	578 (0.5)
Feb.	497 (10.9)	443 (6.7)	472 (5.0)	496 (0.7)	63 (9.0)	69 (1.2)	70 (22.1)	85 (0.8)	560 (8.6)	512 (5.9)	542 (7.2)	581 (0.8)
March	577 (0.2)	579 (1.4)	571 (0.1)	570 (0.1)	74 (14.1)	84 (5.4)	89 (4.3)	93 (9.4)	651 (1.8)	663 (0.5)	660 (0.5)	663 (0.5)
April	593 (0.0)	593 (0.2)	591 (3.1)	573 (0.1)	76 (13.6)	87 (2.1)	88 (6.4)	94 (9.4)	669 (1.6)	679 (0.1)	680 (1.9)	667 (0.1)
May	630 (1.2)	622 (1.2)	630 (2.5)	614 (0.1)	80 (13.5)	90 (8.8)	98 (4.6)	103 (10.3)	709 (0.4)	712 (2.2)	728 (1.5)	717 (0.1)
Total Year	7,338 (2.4)	7,161 (0.7)	7,210 (0.7)	7,162 (0.7)	1,004 (4.3)	960 (11.3)	1,069 (7.8)	1,152 (1.6)	8,342 (2.6)	8,121 (1.9)	8,279 (1.5)	8,279 (1.5)
June-Jan	5,042 (2.3)	4,925 (0.4)	4,946 (0.8)	4,909 (3.6)	711 (11.4)	630 (14.8)	724 (7.4)	777 (1.6)	5,753 (3.4)	5,555 (2.1)	5,670 (0.3)	5,687 (2.9)

Month	Passenger Cars				Commercial Vehicles				Total Transactions				
	2008-09	2009-10	2010-11	2011-12	2008-09	2009-10	2010-11	2011-12	2008-09	2009-10	2010-11	2011-12	
June	13,965	2.6	14,329	1.8	14,583	(1.6)	14,344	0.5	14,418	2,190	(7.0)	2,035	6.0
July	14,686	3.1	15,135	1.2	15,323	(2.7)	14,905	(1.2)	14,726	2,259	(8.4)	2,070	2.3
Aug.	15,234	(0.3)	15,195	1.7	15,451	(3.8)	14,857	3.0	15,300	2,210	(7.8)	2,037	6.7
Sept.	13,464	3.4	13,925	1.6	14,140	(1.6)	13,915	(2.1)	13,625	2,134	(6.2)	2,001	4.8
Oct.	14,449	(0.6)	14,369	2.7	14,757	(2.7)	14,357	(3.3)	13,886	2,212	(8.3)	2,030	2.8
Nov.	13,320	1.5	13,524	2.0	13,794	(0.8)	13,684	(1.3)	13,508	1,900	(1.6)	1,771	8.6
Dec.	13,308	(1.9)	13,053	1.3	13,221	1.7	13,451	(3.5)	12,975	1,791	(1.3)	1,767	4.1
Jan.	11,849	2.4	12,131	(3.6)	11,697	3.9	12,149	0.7	12,237	1,697	(1.8)	1,666	3.7
Feb.	11,537	(12.1)	10,138	12.6	11,418	5.2	12,011			1,610	(4.9)	1,532	8.1
March	13,041	4.4	13,610	(1.9)	13,351	0.5	13,417			1,832	8.2	1,981	1.5
April	13,617	1.8	13,856	(2.9)	13,455	(0.0)	13,454			1,908	5.7	2,017	(3.5)
May	14,166	1.2	14,333	(2.1)	14,039	2.7	14,417			1,941	4.4	2,026	2.5
Total Year	162,638	0.6	163,599	1.0	165,230	(0.2)	164,960			23,583	(2.8)	22,933	3.8
June-Jan	110,276	1.3	111,661	1.2	112,968	(1.2)	111,660	(0.9)	110,674	16,293	(5.6)	15,377	4.8

- NOTES:
- (1) Tolls increased by 25% on January 4, 2009, except for Turnpike 576 and Turnpike 43 from Uniontown to Brownsville where toll rates remained unchanged.
 - (2) Tolls increased by 3% on January 3, 2010, except for Turnpike 576 where toll rates remained unchanged.
 - (3) E-ZPass tolls increased by 3% and a cash tolls increased by 10% on January 2, 2011, except for Turnpike 576 where toll rates remained unchanged.
 - (4) Cash tolls increased by 10% on January 1, 2012, except for Turnpike 576 where toll rates remained unchanged.
 - (5) Cash tolls increased by 10% and E-ZPass tolls increased by 2% on January 6, 2013.
 - (6) February 2010 traffic was negatively impacted several times due to severe snowstorms.
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 - (8) Phase 2 of the Turnpike 43 Uniontown to Brownsville project opened to traffic in July 2012, with positive impacts to traffic.
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primarily reflect the very slow economic recovery with minor negative impacts associated with the annual toll rate increases implemented annually since 2009.

Transaction growth patterns are similar for the other toll facilities except for Turnpike 43, which has experienced strong positive increases in traffic. Total transaction growth was 4.1 percent in FY 2009-10, 3.4 percent in FY 2010-11, and 12.3 percent in 2011-12. Year to date (June 2012 through January 2013) transaction growth was 9.1 percent compared to the same period in the prior year. This high growth is because Turnpike 43 has been under construction, with new sections and access points being added to the facility. In July 2012, the newest section (Phase 2 from Uniontown to Brownsville) was opened to traffic. This project included new access points, and new toll locations.

In total, the Turnpike System transaction growth was 0.2 percent in FY 2009-10, 1.3 percent in FY 2010-11, and 0.0 percent in 2011-12. Year to date (June 2012 through January 2013) transaction growth was negative 0.8 percent compared to the same period in the prior year. Besides the slow economy, the negative growth in year-to-date FY 2012-13 was also impacted by Hurricane Sandy in late October and early November, contributing to a 2.8 percent decrease in transactions in October and a 0.8 percent decrease in November compared to the same months in 2011. In addition, December 2012 transactions were negatively impacted due to several winter weather events that contributed to a 3.6 percent decrease. The impacts related to Hurricane Sandy are thought to be short-term, with no significant impacts after November 2012. Absent those impacts, CDM Smith estimates that actual October and December growth would have been slightly positive in 2012, and year to date growth through FY 2012-13 would have been about 0.0 percent instead of negative 0.8 percent.

Table 4 presents recent monthly gross toll revenue trends from FY 2008-09 through January 2013 for the PTC toll facilities. Ticket System total toll revenue growth totaled 12.2 percent in FY 2009-10, 6.2 percent in FY 2010-11, and 4.0 percent in 2011-12. Year to date (June 2012 through January 2013) toll revenue growth was 2.2 percent compared to the same period in the prior year. These revenue growth rates are significantly higher than the comparable growth in transactions because of the annual toll rate increases implemented at the beginning of each calendar year since 2009.

Systemwide toll revenue increased by 12.5 percent in FY 2009-10, 6.4 percent in FY 2010-11, and 4.4 percent in 2011-12. Year to date (June 2012 through January 2013) toll revenue growth was 2.5 percent compared to the same period in the prior year. Total system revenue growth in FY 2011-12 was abnormally low in September (0.2) percent, October (0.1 percent), and December (0.7 percent). September 2012 had two fewer weekdays compared to September 2011, which contributed to a 3.7 percent reduction in September's commercial vehicle toll revenue. October revenues were negatively impacted by Hurricane Sandy, and December revenues were negatively impacted by several winter storms.



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Table 4
Pennsylvania Turnpike Monthly Gross Toll Revenue Trends By Facility and Vehicle Class
Revenue in Thousands

Month	Passenger Cars				Commercial Vehicles				Total Vehicles									
	2008-09	% Chg.	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	2008-09	% Chg.	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13
June	27,110	27.5	34,578	5.3	36,414	3.3	37,602	5.5	39,684	23,324	10.1	25,674	5.1	26,995	7.3	28,971	(1.4)	28,574
July	29,244	30.6	38,194	6.1	40,507	3.0	41,736	0.0	41,751	23,824	6.8	25,449	4.8	26,682	2.6	27,364	1.3	27,725
Aug.	30,972	25.1	38,760	4.0	40,319	(1.9)	39,537	8.4	42,863	23,439	7.8	25,276	8.1	27,328	7.0	29,252	2.2	29,905
Sept.	24,682	31.7	32,509	3.3	33,584	3.5	34,758	3.1	35,836	22,787	9.6	24,979	8.6	27,133	3.7	28,142	(3.8)	27,083
Oct.	26,482	25.3	33,193	5.8	35,102	1.8	35,750	(0.5)	35,588	23,477	8.1	25,385	6.5	27,024	4.9	28,359	0.0	28,365
Nov.	25,296	27.8	32,323	3.7	33,523	4.2	34,946	2.1	35,666	19,267	14.7	22,107	12.6	24,896	6.9	26,611	4.7	27,873
Dec.	24,612	22.8	30,228	3.7	31,351	6.3	33,328	2.0	34,003	19,244	17.3	22,568	10.3	24,890	2.1	25,405	(1.1)	25,133
Jan.	25,598	7.6	27,544	0.1	27,567	8.3	29,864	2.7	30,658	23,010	(3.1)	22,287	10.6	24,688	4.0	25,647	8.2	27,739
Feb.	24,893	(11.8)	21,952	21.0	26,554	9.3	29,015			21,716	(4.7)	20,697	14.4	23,674	6.9	25,297		
March	28,925	7.1	30,980	3.2	31,980	4.0	33,254			24,179	8.1	26,144	9.6	28,651	(2.3)	27,994		
April	31,511	4.7	33,002	2.2	33,735	3.6	34,959			24,604	4.7	25,753	5.1	27,061	(0.3)	26,970		
May	33,794	5.0	35,494	1.1	35,870	6.3	38,124			24,657	4.9	25,856	7.4	27,777	6.0	29,438		
Total Year	\$333,120	16.7	\$388,757	4.6	\$406,506	4.0	\$422,872			\$273,528	6.8	\$292,174	8.4	\$316,770	4.0	\$329,450		
June-Jan	213,996	24.9	267,328	4.1	278,367	3.3	287,521	3.0	296,049	178,372	8.6	193,724	8.2	209,606	4.8	219,751	1.2	222,396

Month	Passenger Cars				Commercial Vehicles				Total Vehicles									
	2008-09	% Chg.	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	2008-09	% Chg.	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13
June	559	39.5	779	6.6	830	7.8	896	23.4	1,105	75	35.8	101	25.3	127	20.1	153	37.8	210
July	583	39.7	815	6.2	865	13.6	982	22.3	1,201	80	44.9	116	11.1	129	19.5	154	44.3	222
Aug.	629	33.7	841	7.4	903	18.9	1,073	23.4	1,325	79	63.5	129	5.8	137	35.8	186	35.1	251
Sept.	625	35.9	849	8.2	919	17.1	1,076	13.8	1,225	75	63.8	123	5.8	130	32.1	172	21.2	209
Oct.	681	30.8	891	7.5	958	14.4	1,096	15.3	1,264	79	52.0	120	7.8	129	29.5	167	41.4	236
Nov.	648	23.8	802	7.2	859	19.0	1,023	12.4	1,149	72	45.3	105	8.2	113	37.9	156	31.8	206
Dec.	643	20.6	775	8.2	839	20.2	1,008	8.5	1,093	64	43.5	92	6.3	98	45.4	142	21.8	173
Jan.	697	4.7	730	10.1	803	17.0	940	12.3	1,056	73	17.6	85	21.4	104	43.0	148	33.2	198
Feb.	715	(6.5)	669	22.3	818	21.7	995			82	(9.8)	74	36.7	101	59.9	162		
March	794	9.7	871	5.6	920	19.2	1,096			92	29.0	118	15.9	137	35.9	186		
April	815	8.2	882	4.8	925	17.9	1,090			90	36.1	122	1.2	123	58.5	196		
May	787	7.3	844	6.9	902	27.9	1,153			90	31.9	119	14.3	136	57.5	214		
Total Year	\$8,175	19.2	\$9,747	8.1	\$10,540	17.9	\$12,427			\$950	37.4	\$1,305	12.2	\$1,464	39.0	\$2,036		
June-Jan	5,064	28.0	6,481	7.6	6,976	16.0	8,094	16.4	9,418	597	46.1	872	10.9	967	32.2	1,278	33.4	1,705

NOTES:
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 (3) E-ZPass tolls increased by 3% and a cash tolls increased by 10% on January 2, 2011, except for Turnpike 576 where toll rates remained unchanged.
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Table 4 (Cont'd)
Pennsylvania Turnpike Monthly Gross Toll Revenue Trends By Facility and Vehicle Class
 Revenue in Thousands

Month	Passenger Cars				Commercial Vehicles				Total Vehicles									
	2008-09	% Chg.	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	2008-09	% Chg.	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13
June	\$525	27.5	\$669	6.3	\$711	4.8	\$745	2.5	\$764	\$230	12.7	\$259	21.7	\$315	4.2	\$328	5.7	\$347
July	543	26.5	687	7.5	739	2.2	755	1.1	763	237	13.4	268	14.8	308	7.6	331	4.5	346
Aug.	567	21.0	686	8.6	746	3.8	774	3.6	802	231	11.1	256	30.0	333	9.2	364	1.7	370
Sept.	535	25.1	669	8.3	725	3.4	750	(0.4)	747	233	13.0	264	23.4	325	6.3	346	(4.3)	331
Oct.	563	20.4	678	9.0	740	2.9	761	1.5	772	238	17.5	280	10.3	308	18.8	366	(2.3)	358
Nov.	513	23.9	635	7.3	681	5.4	718	1.0	726	185	27.1	235	17.0	275	22.9	338	(10.9)	301
Dec.	532	19.9	638	5.8	674	8.1	729	(3.0)	707	171	35.0	230	8.8	250	15.5	289	(9.8)	261
Jan.	559	5.4	589	6.6	628	7.2	674	0.7	678	199	12.7	224	17.1	262	9.1	286	0.9	289
Feb.	551	(5.8)	520	17.6	611	8.2	661			203	(0.5)	202	19.4	241	17.8	284		
March	626	8.7	681	4.2	709	4.6	742			229	16.3	266	10.5	294	10.7	326		
April	638	8.0	690	1.9	703	3.8	729			228	26.2	288	(1.7)	283	15.5	327		
May	670	6.0	710	3.5	735	6.0	779			239	22.9	294	7.6	317	12.5	356		
Total Year	\$6,823	15.1	\$7,853	7.0	\$8,402	4.9	\$8,817			\$2,623	17.0	\$3,068	14.5	\$3,514	12.2	\$3,944		
June-Jan	4,337	21.1	5,253	7.5	5,644	4.6	5,905	0.9	5,959	1,723	17.0	2,016	17.9	2,378	11.4	2,650	(1.8)	2,603

Month	Passenger Cars				Commercial Vehicles				Total Vehicles									
	2008-09	% Chg.	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	2008-09	% Chg.	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13
June	\$218	29.4	\$282	2.7	\$289	9.8	\$318	9.5	\$348	\$220	24.6	\$274	4.9	\$288	15.6	\$332	5.5	\$351
July	259	42.8	370	0.4	371	8.2	402	0.9	405	231	26.6	293	(0.0)	293	9.3	320	8.1	346
Aug.	285	36.2	389	(3.3)	376	1.4	381	11.4	425	226	30.6	295	2.5	303	13.4	343	6.0	364
Sept.	201	40.9	283	2.0	288	5.9	305	0.7	307	229	23.1	282	5.2	296	13.2	335	(5.3)	318
Oct.	215	26.7	273	10.4	301	7.2	323	(4.4)	309	228	18.7	271	8.7	295	15.8	341	(0.6)	339
Nov.	197	29.9	256	9.4	280	5.6	296	3.2	305	184	23.1	226	24.0	280	5.2	295	11.0	327
Dec.	179	23.9	222	6.4	236	12.7	266	(0.3)	266	183	25.4	229	14.0	262	7.7	282	1.2	285
Jan.	178	11.4	199	4.8	208	7.7	225	5.4	237	210	6.5	223	13.7	254	6.0	269	18.1	318
Feb.	185	(7.3)	171	16.7	200	12.6	225			203	0.1	203	11.6	226	17.7	266		
March	216	8.7	235	2.9	241	9.8	265			230	14.8	264	1.6	269	12.4	302		
April	256	5.0	269	10.2	297	9.8	326			250	6.4	266	7.9	287	22.4	351		
May	294	(1.1)	290	16.7	339	6.8	362			274	0.3	275	27.0	349	14.1	398		
Total Year	\$2,684	20.7	\$3,239	5.9	\$3,428	7.7	\$3,693			\$2,667	16.3	\$3,101	9.6	\$3,400	12.8	\$3,835		
June-Jan	1,733	31.1	2,273	3.4	2,351	7.0	2,516	3.4	2,601	1,710	22.4	2,093	8.4	2,270	10.9	2,517	5.1	2,647

- NOTES:
- (1) Tolls increased by 25% on January 4, 2009, except for Turnpike 576 and Turnpike 43 from Uniontown to Brownsville where toll rates remained unchanged.
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 - (4) Cash tolls increased by 10% on January 1, 2012, except for Turnpike 576 where toll rates remained unchanged.
 - (5) Cash tolls increased by 10% and E-ZPass tolls increased by 2% on January 6, 2013.
 - (6) February 2010 traffic was negatively impacted several times due to severe snowstorms.
 - (7) January 2011 traffic was negatively impacted due to several winter storms.
 - (8) Phase 2 of the Turnpike 43 Uniontown to Brownsville project opened to traffic in July 2012, with positive impacts to traffic.
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 - (10) Several winter weather events negatively impacted traffic and toll revenue in December 2012.



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Table 4 (Cont'd)
 Pennsylvania Turnpike Monthly Gross Toll Revenue Trends By Facility and Vehicle Class
 Revenue in Thousands

Month	Passenger Cars				Commercial Vehicles				Total Vehicles									
	2008-09	% Chg.	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	2008-09	% Chg.	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13
June	\$443	26.4	\$561	4.7	\$587	9.3	\$641	3.1	\$661	\$186	10.2	\$205	32.4	\$271	7.0	\$290	8.6	\$315
July	477	23.6	590	6.9	631	7.8	680	1.8	692	198	5.9	210	15.3	242	15.6	280	12.4	315
Aug.	483	21.3	586	6.7	625	6.5	666	4.3	695	196	10.4	216	20.9	261	25.6	328	1.2	332
Sept.	432	26.1	545	8.5	592	3.4	612	1.7	622	189	7.9	204	28.3	262	13.1	297	(5.0)	282
Oct.	450	25.3	563	7.2	604	7.7	651	(1.8)	639	187	8.5	203	18.2	240	25.9	302	(1.7)	297
Nov.	406	28.0	520	7.4	559	4.4	583	2.7	599	145	20.6	174	32.6	231	16.6	270	(0.4)	269
Dec.	420	21.2	509	2.5	522	11.9	584	(1.5)	575	142	18.9	169	26.5	214	16.7	249	(2.0)	244
Jan.	424	7.5	456	7.8	492	6.4	524	3.8	544	162	5.9	171	28.8	221	12.5	248	16.3	289
Feb.	433	(6.8)	404	16.8	472	10.9	523		544	161	11.4	180	16.5	210	24.6	261		289
March	505	5.3	532	7.1	569	5.9	603		603	186	19.0	221	20.1	266	4.7	278		278
April	519	5.1	545	8.6	592	2.2	605		605	187	18.5	222	16.6	259	7.2	278		278
May	548	4.7	574	10.1	631	3.1	651		651	192	22.1	234	19.7	280	7.3	301		301
Total Year	\$5,543	15.2	\$6,385	7.7	\$6,876	6.5	\$7,323		\$7,323	\$2,131	13.1	\$2,410	22.7	\$2,957	14.4	\$3,382		\$3,382
June-Jan	3,537	22.4	4,331	6.5	4,611	7.2	4,941	1.7	5,027	1,405	10.5	1,553	25.1	1,942	16.6	2,264	3.5	2,342

Month	Passenger Cars				Commercial Vehicles				Total Toll Revenue									
	2008-09	% Chg.	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	2008-09	% Chg.	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13
June	\$28,855	27.8	\$36,869	5.3	\$39,832	3.5	\$40,202	5.9	\$42,563	\$24,034	10.3	\$26,513	5.6	\$27,996	7.4	\$30,075	(0.9)	\$29,797
July	31,106	30.7	40,655	6.0	43,113	3.3	44,555	0.6	44,813	24,570	7.2	26,335	5.0	27,654	2.9	28,449	1.8	28,953
Aug.	32,937	25.3	41,263	4.1	42,968	(1.2)	42,432	8.7	46,109	24,171	8.3	26,172	8.4	28,362	7.4	30,473	2.5	31,222
Sept.	26,475	31.7	34,855	3.6	36,108	3.9	37,501	3.3	38,737	23,514	9.9	25,852	8.9	28,147	4.1	29,292	(3.7)	28,222
Oct.	28,392	25.4	35,998	5.9	37,705	2.3	38,580	(0.0)	38,572	24,209	8.5	26,259	6.6	27,996	5.5	29,595	0.2	29,595
Nov.	27,060	27.6	34,536	4.0	35,902	4.6	37,566	2.3	38,446	19,853	15.1	22,847	12.9	25,796	7.3	27,670	4.7	28,976
Dec.	26,386	22.7	32,372	3.9	33,623	6.8	35,916	2.0	36,644	19,804	17.6	23,289	10.4	25,713	2.5	26,368	(1.0)	26,096
Jan.	27,457	7.5	29,518	0.6	29,699	8.5	32,226	2.9	33,172	23,652	(2.8)	22,991	10.9	25,499	4.3	26,599	8.4	28,832
Feb.	26,779	(11.4)	23,716	20.8	28,654	9.6	31,419		31,419	22,365	(4.5)	21,356	14.5	24,452	7.4	26,271		26,271
March	31,067	7.2	33,298	3.4	34,419	4.5	35,960		35,960	24,916	8.4	27,014	9.6	29,617	(1.8)	29,086		29,086
April	33,740	4.9	35,389	2.4	36,251	4.0	37,709		37,709	25,360	5.1	26,651	5.1	28,014	0.4	28,122		28,122
May	36,093	5.0	37,911	1.5	38,477	6.7	41,069		41,069	25,452	5.2	26,778	7.8	28,858	6.4	30,707		30,707
Total Year	\$356,345	16.7	\$415,981	4.8	\$435,752	4.4	\$455,133		\$455,133	\$281,899	7.2	\$302,057	8.6	\$328,105	4.4	\$342,646		\$342,646
June-Jan	228,668	24.9	285,667	4.3	297,950	3.7	308,977	3.3	319,055	183,807	9.0	200,258	8.4	217,163	5.2	228,460	1.4	231,693

- NOTES:
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Actual and Assumed Toll Rate Increases

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. The assumptions regarding the planned toll rate increases have changed since the 2012 Forecast Study. Table 5 presents a comparison of the assumed annual percent increases in toll rates by E-ZPass and cash from calendar year 2011 through 2041 between the 2012 Forecast Study and this 2013 Bring Down letter.

The percent increases in toll rates shown in Table 5 are actual for 2011 and 2012. In 2013, the 2012 Forecast Study assumed that toll rates would increase by 3 percent for both cash and E-ZPass. In reality, E-ZPass tolls increased by 2 percent and cash tolls increased by 10 percent. In 2014, both studies assume a 3 percent toll rate increase for E-ZPass and cash. From 2015 through 2027 the toll rate assumptions differ between the 2012 Forecast Study and this 2013 Bring Down Letter. In general, the toll rates increase by the same or greater amounts in the current study compared to the 2012 Forecast Study from 2015 through 2027. From 2028 through 2041, both studies assume that toll rates will increase by 3 percent per year for both E-ZPass and cash. After 2013, all the toll rate increases are applied to all toll facilities and to all vehicle classes.

Actual and Assumed E-ZPass Penetration Rates

Compared to the 2012 Forecast Study, the estimates of E-ZPass penetration rates changed starting in calendar year 2013. This is because of the change in the 2013 toll schedule described in the previous section. In 2012 there was already a toll differential between cash and E-ZPass, with cash rates approximately 17 percent greater than E-ZPass rates. In 2013, cash toll rates increased by 10 percent and E-ZPass toll rates increased by 2 percent, so that cash rates were approximately 27 percent greater than E-ZPass rates. In the 2012 Forecast Study, it was assumed that both cash and E-ZPass toll rates would increase by 3 percent, maintaining the 17 percent toll differential.

Due to the actual 2013 toll increase, the new toll rates, which offered an increased E-ZPass discount, encouraged customers to shift into E-ZPass thus increasing the E-ZPass penetration rate. Table 6 presents the actual and assumed E-ZPass penetration rates for the Total Turnpike System for the 2012 Forecast Study and this 2013 Bring Down Letter. The E-ZPass penetration rates are actual through 2012 for this 2013 Bring Down Letter, and actual through 2011 for the 2012 Forecast Study. In 2012, E-ZPass penetration totaled 64.3 percent for cars and 81.6 percent for trucks. In 2013, the passenger-car E-ZPass penetration rate is estimated to increase to 68.6 percent, compared to 65.7 percent in the 2012 Forecast Study. The commercial vehicle penetration rate is estimated to increase to 83.9 percent in 2013 compared to 81.0 percent in the 2012 Forecast Study. After 2013 the rates of increase in E-ZPass penetration rates are consistent between the 2013 Bring Down letter and the 2012 Forecast Study.

Table 5
Actual and Assumed Percent Changes in Toll Rates
Pennsylvania Turnpike System

Calendar Year	Percent Changes in Turnpike System's Toll Rates (1)			
	2013 Bring Down Letter		2012 Forecast Study	
	E-ZPass	Cash	E-ZPass	Cash
2011	3.00	10.00	3.00	10.00
2012	0.00	10.00	0.00	10.00
2013	2.00	10.00	3.00	3.00
2014	3.00	3.00	3.00	3.00
2015	5.00	5.00	4.25	4.25
2016	5.50	5.50	5.50	5.50
2017	5.50	5.50	5.50	5.50
2018	5.50	5.50	5.50	5.50
2019	5.50	5.50	5.50	5.50
2020	5.50	5.50	5.50	5.50
2021	4.50	4.50	4.00	4.00
2022	4.50	4.50	3.00	3.00
2023	4.50	4.50	3.00	3.00
2024	4.50	4.50	3.00	3.00
2025	4.50	4.50	3.00	3.00
2026	4.00	4.00	3.00	3.00
2027	3.50	3.50	3.00	3.00
2028	3.00	3.00	3.00	3.00
2029	3.00	3.00	3.00	3.00
2030	3.00	3.00	3.00	3.00
2031	3.00	3.00	3.00	3.00
2032	3.00	3.00	3.00	3.00
2033	3.00	3.00	3.00	3.00
2034	3.00	3.00	3.00	3.00
2035	3.00	3.00	3.00	3.00
2036	3.00	3.00	3.00	3.00
2037	3.00	3.00	3.00	3.00
2038	3.00	3.00	3.00	3.00
2039	3.00	3.00	3.00	3.00
2040	3.00	3.00	3.00	3.00
2041	3.00	3.00	3.00	3.00

(1) The percent toll rate increases are the same for all toll facilities and for all vehicle classes.

Note: The toll rate increases for this 2013 Bring Down Letter are actual through 2013, and are actual through 2012 for the 2012 Forecast Study.

Table 6
Actual and Assumed Percent E-ZPass Penetration
Pennsylvania Turnpike System

Calendar Year	E-ZPass Penetration Rates					
	2013 Bring Down Letter			2012 Forecast Study		
	Cars	Trucks	Total	Cars	Trucks	Total
2011	60.1	79.0	62.6	60.2	79.0	62.6
2012	64.3	81.6	66.5	64.3	80.4	66.4
2013	68.6	83.9	70.6	65.7	81.0	67.7
2014	69.7	84.5	71.6	66.9	81.6	68.8
2015	70.9	85.0	72.7	68.1	82.2	69.9
2016	71.6	85.6	73.4	68.8	82.8	70.6
2017	72.2	86.2	74.0	69.5	83.3	71.3
2018	72.9	86.7	74.7	70.1	83.9	71.9
2019	73.5	87.2	75.3	70.8	84.5	72.6
2020	74.0	87.8	75.9	71.4	85.0	73.2
2021	74.6	88.3	76.4	71.9	85.6	73.7
2022	75.1	88.8	76.9	72.5	86.1	74.3
2023	75.6	89.3	77.4	73.0	86.6	74.8
2024	76.1	89.8	77.9	73.5	87.0	75.3
2025	76.6	90.3	78.4	74.0	87.5	75.9
2026	77.1	90.8	78.9	74.5	88.0	76.4
2027	77.5	91.2	79.4	75.0	88.5	76.8
2028	78.0	91.7	79.8	75.4	89.0	77.3
2029	78.4	92.2	80.3	75.9	89.5	77.7
2030	78.9	92.6	80.7	76.4	90.0	78.2
2031	79.2	92.9	81.1	76.7	90.3	78.6
2032	79.6	93.2	81.4	77.1	90.6	78.9
2033	79.9	93.5	81.8	77.4	90.9	79.3
2034	80.2	93.7	82.1	77.8	91.2	79.6
2035	80.6	94.0	82.4	78.1	91.5	80.0
2036	80.9	94.3	82.7	78.5	91.8	80.3
2037	81.2	94.5	83.1	78.8	92.1	80.6
2038	81.5	94.8	83.4	79.1	92.4	81.0
2039	81.8	95.0	83.7	79.4	92.7	81.3
2040	82.2	95.0	83.9	79.8	93.0	81.6
2041	82.4	95.0	84.1	80.0	93.3	81.9

Note: The E-ZPass penetration rates for this 2013 Bring Down Letter are actual through 2012 and are actual only through 2011 for the 2012 Forecast Study.

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The E-ZPass penetration rates are higher for cars and trucks throughout the forecast period in this Bring Down Letter compared to the 2012 Forecast Study due to the changed toll rate assumption in 2013. By 2041, the E-ZPass penetration rate totals 82.4 percent for cars and 95.0 percent for trucks, compared to 80.0 percent and 93.3 percent respectively. This has toll revenue implications, because E-ZPass customers pay substantially less than cash customers. For study purposes, commercial vehicle E-ZPass penetration rates were capped at 95.0 percent.

Summary of Changes in U.S. Gross Domestic Product

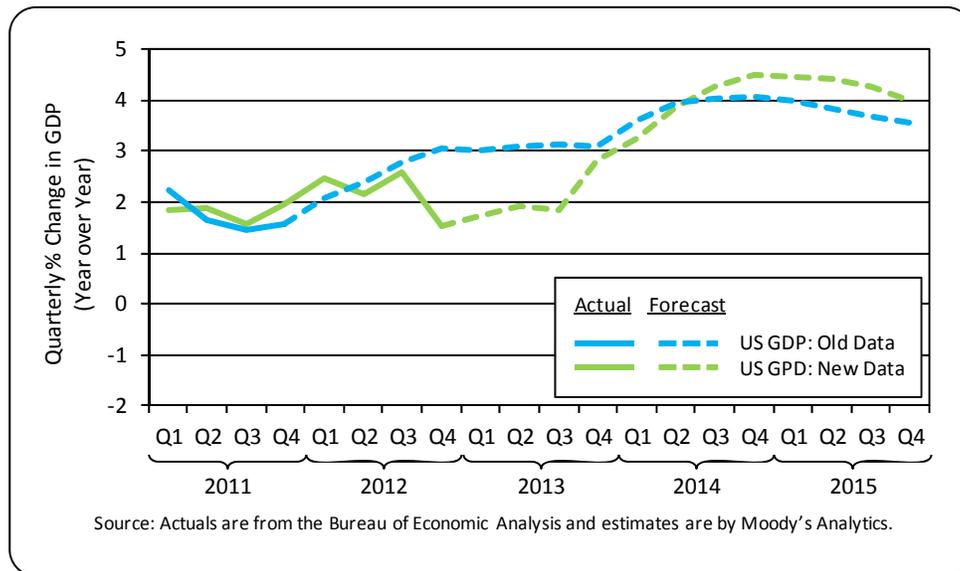
The 2012 Forecast Study was based in part on a U.S. gross domestic product (GDP) forecast available on February 16, 2012 and a Mid-Atlantic gross regional product (GRP) available on February 22, 2012, both developed by Moody's Analytics. The last actual data point for the U.S. GDP was the fourth quarter of 2011, and the last actual data point for the Mid-Atlantic GRP was the fourth quarter of 2010. This information was a key input in developing estimated growth forecasts for the Turnpike System.

This section presents a comparison of the GDP information available for the 2012 Forecast Study with updated forecasts for GDP (available on February 11, 2013) from Moody's Analytics. The last actual data point for the updated forecast is the fourth quarter of 2012. A graphic comparison between the forecast U.S. GDP available for the 2012 Forecast Study and this 2013 Bring Down Letter is shown in Figure 3. The intent is to highlight the major differences in estimated U.S. economic activity at the time of the 2012 Forecast Study and this 2013 Bring Down Letter. Figure 3 shows the percent change in quarterly growth of GDP over the same quarter in the prior year. The blue line presents the actual (solid line) and estimated (dashed line) GDP growth available for the 2012 Forecast Study (old data). The green line presents the actual (solid line) and estimated (dashed line) GDP growth available for this 2013 Bring Down Letter (new data).

It is apparent that the economy, as reflected by the U.S. GDP, did not grow as quickly in 2012 or 2013 as anticipated at the time of the 2012 Forecast Study. In 2014, the new estimates of GDP growth show an increasing rate of economic expansion, even surpassing the previous rates of growth in the third and fourth quarters of the old data set. In fact the overall rate of growth in the 2014 U.S. GDP is slightly greater in the new data compared to the old data. Although not shown, the patterns of the current Mid-Atlantic GRP show the same pattern of changes as shown for the U.S. GDP.

Based on the the new forecasts in GDP and Mid-Atlantic GRP, normal growth rates in transactions were reduced in calendar years 2013 and 2014. It should be noted that even though current 2014 GDP forecasts are nearly identical to those in the 2012 Forecast Study, CDM Smith still chose to decrease estimated traffic growth by about 0.5 percent in 2014. This adds a level of conservatism to the near-term traffic and toll revenue forecasts. After 2014, growth rates remain unchanged

FIGURE 3
**COMPARISON OF QUARTERLY GROWTH ESTIMATES
 IN U.S. GROSS DOMESTIC PRODUCT**



from those provided in the 2012 Forecast Study. As seen in Figure 3, estimated growth rates in 2015 U.S.

GDP are forecast to exceed the growth rates available for the 2012 Forecast Study. This increased growth is not reflected in the current Bring Down Letter, as the Letter only reflects near-term economic changes in 2013 and 2014, but it is an optimistic note that economic growth is anticipated to outpace earlier growth forecasts over the long term.

Actual Versus Estimated Traffic and Toll Revenue

Table 7 provides a comparison of actual traffic and toll revenue versus estimated traffic and toll revenue from CDM Smith's 2012 Forecast Study. The analysis period in this table is from February 2012 through January 2013. This twelve-month period corresponds to the period for which actual data currently exists, but was estimated at the time of the 2012 Forecast Study.

Table 7
Comparison of Estimated and Actual Traffic Volumes and Toll Revenue
From February 2012 through January 2013 (1)
Pennsylvania Turnpike System

Facility	Total Traffic (in Thousands)			Total Toll Revenue (in Thousands)		
	Estimated	Actual	Actual as Percent of Estimated	Estimated	Actual	Actual as Percent of Estimated
Passenger Cars						
Ticket and Gateway Barrier	135,614	133,177	(1.8)	\$ 432,240	\$ 431,400	(0.2)
Turnpike 43	11,504	11,984	4.2	12,859	13,752	6.9
Turnpike 66	7,234	6,899	(4.6)	9,229	8,871	(3.9)
Northeast Extension (Barrier)	5,035	4,929	(2.1)	3,823	3,779	(1.1)
Turnpike I-376	7,249	6,984	(3.7)	7,647	7,410	(3.1)
Total System	166,636	163,973	(1.6)	\$ 465,797	\$ 465,211	(0.1)
Commercial Vehicles						
Ticket and Gateway Barrier	20,668	20,185	(2.3)	\$ 340,794	\$ 332,096	(2.6)
Turnpike 43	674	737	9.4	2,168	2,462	13.6
Turnpike 66	1,067	1,029	(3.5)	4,046	3,897	(3.7)
Northeast Extension (Barrier)	963	991	2.9	3,803	3,964	4.2
Turnpike I-376	1,207	1,165	(3.5)	3,618	3,441	(4.9)
Total System	24,578	24,106	(1.9)	\$ 354,430	\$ 345,860	(2.4)
Total Vehicles						
Ticket and Gateway Barrier	156,282	153,362	(1.9)	\$ 773,034	\$ 763,496	(1.2)
Turnpike 43	12,178	12,722	4.5	15,027	16,214	7.9
Turnpike 66	8,301	7,927	(4.5)	13,275	12,768	(3.8)
Northeast Extension (Barrier)	5,998	5,920	(1.3)	7,626	7,743	1.5
Turnpike I-376	8,456	8,149	(3.6)	11,265	10,850	(3.7)
Total System	191,214	188,080	(1.6)	\$ 820,227	\$ 811,071	(1.1)

(1) These 12 months correspond to the period for which actual data exists, but was estimated at the time of CDM Smith's 2012 Forecast Study.

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On a Total System basis, actual passenger-car transactions fell short of estimates by 1.6 percent, and passenger-car toll revenue fell short of estimates by 0.1 percent. A similar pattern was seen for commercial vehicles, as actual transactions fell short of estimates by 1.9 percent, and actual toll revenue fell short of estimates by 2.4 percent. When all vehicles are considered, actual transactions fell short of estimates by 1.6 percent and toll revenue fell short of estimates by 1.1 percent.

The primary reason the actual traffic and toll revenue did not meet forecasts was the lower than anticipated economic growth over the twelve-month period. In addition, Hurricane Sandy and several weather events in December negatively impacted traffic and toll revenue. Lastly, the actual toll increase implemented in January 2013, when E-ZPass rates increased by only 2 percent and cash rates increased by 10 percent, encouraged a larger than anticipated shift into E-ZPass, thus reducing the forecast growth in toll revenue. Recall that the 2012 Forecast Study assumed a toll increase in 2013 of 3 percent for both E-ZPass and cash.

Estimated Traffic and Gross Toll Revenue

Updated traffic and gross toll revenue impacts were developed through FY 2040-41 incorporating the following changes into the forecast. All these changes were described in previous sections.

- Different annual toll rate increases in calendar years 2013 through 2027 (as shown in Table 5);
- Higher E-ZPass penetration rates associated with changes in the 2013 and future year toll rate schedules (as shown in Table 6);
- Actual traffic and revenue experience through January 2013 (as shown in Tables 3 and 4); and
- Lower economic growth than anticipated in 2012, 2013, and 2014 at the time the 2012 Forecast Study was developed (as shown in Figure 3).

Other assumptions remain unchanged from the 2012 Forecast Study including:

- Long range normal growth rates from 2015 through the end of the forecast period;
- Long range economic indicators;
- Major Committed Roadway Improvements – including the phasing of the I-276/I-95 Interchange Project. It was however confirmed that the current phasing of the I-276/I-95 Interchange project is still consistent with the 2012 Forecast Study; and
- Toll sensitivity.

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Table 8 shows the traffic and toll revenue for only the ticket system. Data for FY 2011-12 reflects a full year of actual experience and FY 2012-13 includes eight months of actual experience (through January 2013). Total toll transactions increase from 154.7 million to 241.8 million over the forecast period, an average annual increase of 1.6 percent. Gross toll revenue increases from \$752.3 million to \$3.4 billion by FY 2040-41. This amounts to an average annual increase of 5.4 percent, reflecting the impact of normal growth plus the annual rate adjustments.

The same information is shown for the barrier toll systems in Table 9. Compared to the ticket system, total annual toll transactions are estimated to grow at a slightly higher average annual rate, averaging 1.7 percent over the period shown. Total barrier revenue increases at an annual rate of 5.6 percent.

Table 10 identifies total combined transactions and gross toll revenue and also factors 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 volume discount program. As mentioned earlier in this letter, the post-paid commercial volume discount program was modified in January 2013, and will be phased out altogether in January 2014.

The final column in Table 10 shows total adjusted annual gross toll revenue. Total toll transactions are expected to increase from nearly 189.1 million to 298.3 million over the forecast period. This amounts to an average annual growth rate of 1.6 percent. As shown, total adjusted gross toll revenue is estimated to grow from approximately \$780.8 million in FY 2011-12 to almost \$3.7 billion by FY 2040-41. This reflects an average annual growth rate in gross toll revenue of 5.5 percent. Again, this includes the impact of normal growth plus annual toll rate adjustments.

Table 11 provides a comparison of the current traffic and adjusted gross toll revenue forecasts with those developed as part of the 2012 Forecast Study. In the current FY 2012-13, the new forecasts are about 1.9 percent below previous forecasts. This reflects eight months of actual data. During the same period, total adjusted gross toll revenue is about 1.2 percent below previous forecasts. As discussed earlier, to be conservative, it was assumed that growth would continue to be below the old forecasts through the remainder of 2013 and for all of calendar year 2014. The result of these assumptions further increases the difference between the current forecasts and the previous forecasts. As shown, the difference in transactions increases and stays in the range of 3.0 percent to 3.3 percent for the remainder of the forecast period. The difference slowly increases over time due to the slightly higher toll rate assumptions in the current forecast, which results in slightly more toll diversion over time.

Differences in adjusted gross toll revenue are not quite as great in the beginning, then slowly decrease and actually become positive by FY 2022-23. This is due to the impact of higher toll rate increase assumptions throughout the forecast period. The current forecast shows revenue slowly

Table 8
Ticket System: Estimated Annual Transactions and Gross Toll Revenue (1)
Pennsylvania Turnpike

Traffic and Toll Revenue in Thousands

Fiscal Year	Annual Transactions			Annual Gross Toll Revenue		
	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles
2011-12 (2,4)	134,383	20,312	154,695	\$422,872	\$329,450	\$752,322
2012-13 (3,5)	133,497	20,274	153,771	436,901	336,959	773,861
2013-14 (6)	135,386	20,598	155,984	456,382	352,519	808,902
2014-15 (6)	137,794	21,011	158,805	479,324	372,837	852,161
2015-16 (6)	140,725	21,462	162,187	512,633	400,012	912,645
2016-17 (6)	143,173	21,890	165,063	548,668	429,682	978,350
2017-18 (6,7)	146,731	22,503	169,234	595,627	468,952	1,064,579
2018-19 (6)	150,838	23,208	174,046	650,918	514,205	1,165,123
2019-20 (6)	152,951	23,612	176,563	694,489	550,975	1,245,464
2020-21 (6)	155,108	24,022	179,130	738,507	587,985	1,326,491
2021-22 (6)	157,323	24,443	181,766	780,939	624,148	1,405,087
2022-23 (6)	159,579	24,869	184,447	825,853	662,469	1,488,322
2023-24 (6)	161,873	25,300	187,173	873,381	703,071	1,576,452
2024-25 (6)	164,210	25,735	189,945	923,693	746,087	1,669,780
2025-26 (6)	166,585	26,178	192,763	975,077	790,107	1,765,184
2026-27 (6)	169,011	26,632	195,643	1,024,489	832,800	1,857,289
2027-28 (6)	171,507	27,095	198,602	1,071,431	873,663	1,945,094
2028-29 (6)	174,067	27,568	201,635	1,117,399	913,988	2,031,387
2029-30 (6)	176,672	28,047	204,719	1,165,378	956,116	2,121,494
2030-31 (6)	179,319	28,532	207,851	1,215,719	1,000,390	2,216,109
2031-32 (6)	181,995	29,021	211,016	1,268,612	1,046,971	2,315,584
2032-33 (6)	184,712	29,517	214,228	1,323,803	1,095,658	2,419,461
2033-34 (6)	187,476	30,019	217,495	1,381,443	1,146,561	2,528,004
2034-35 (6)	190,292	30,528	220,820	1,441,675	1,199,709	2,641,384
2035-36 (6)	193,144	31,042	224,186	1,504,470	1,255,196	2,759,666
2036-37 (6)	196,034	31,561	227,596	1,569,962	1,313,119	2,883,080
2037-38 (6)	198,980	32,088	231,067	1,638,397	1,373,635	3,012,032
2038-39 (6)	201,977	32,622	234,599	1,709,876	1,436,887	3,146,763
2039-40 (6)	205,032	33,162	238,195	1,784,574	1,503,625	3,288,199
2040-41 (6)	208,133	33,712	241,845	1,862,971	1,574,410	3,437,381

- (1) Includes the transactions and toll revenue from the Gateway Plaza.
- (2) Reflects actual traffic and revenue experience.
- (3) Reflects actual experience through January 2013.
- (4) Cash tolls increased by 10% on January 1, 2012, except for Turnpike 576 where toll rates remained unchanged.
- (5) Cash tolls increased by 10% and E-ZPass tolls increased by 2% on January 6, 2013.
- (6) Annual toll rate increases are assumed to be implemented at the first of each year. The percent increases are the same for cars and trucks, and for E-ZPass and cash. The percent increases range from 3.00% to 5.50%, depending upon the year. The rates for each year are listed in Table 5.
- (7) Includes impacts for I-95 Interchange Stages 0 and 1.

Table 9
Barrier System: Estimated Annual Transactions and Gross Toll Revenue
Pennsylvania Turnpike

Traffic and Toll Revenue in Thousands

Fiscal Year	Annual Transactions			Annual Gross Toll Revenue		
	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles
2011-12 (1,3)	30,577	3,815	34,392	\$32,261	\$13,196	\$45,457
2012-13 (2,4)	30,991	3,977	34,968	34,597	14,131	48,728
2013-14 (5)	31,480	4,133	35,613	36,343	15,088	51,431
2014-15 (5)	32,072	4,303	36,375	38,216	16,265	54,481
2015-16 (5)	32,672	4,465	37,137	40,745	17,716	58,461
2016-17 (5)	33,270	4,606	37,876	43,572	19,248	62,820
2017-18 (5)	33,865	4,732	38,596	46,582	20,834	67,416
2018-19 (5)	34,452	4,850	39,302	49,788	22,502	72,289
2019-20 (5)	35,035	4,967	40,003	53,208	24,282	77,491
2020-21 (5)	35,621	5,086	40,707	56,659	26,092	82,751
2021-22 (5)	36,215	5,206	41,421	59,999	27,885	87,884
2022-23 (5)	36,814	5,327	42,140	63,526	29,792	93,319
2023-24 (5)	37,417	5,448	42,865	67,251	31,817	99,068
2024-25 (5)	38,026	5,570	43,596	71,193	33,967	105,160
2025-26 (5)	38,643	5,692	44,335	75,242	36,177	111,419
2026-27 (5)	39,268	5,816	45,085	79,179	38,340	117,519
2027-28 (5)	39,905	5,942	45,847	82,953	40,429	123,383
2028-29 (5)	40,553	6,068	46,621	86,656	42,496	129,152
2029-30 (5)	41,206	6,194	47,400	90,514	44,647	135,161
2030-31 (5)	41,864	6,320	48,184	94,527	46,890	141,416
2031-32 (5)	42,526	6,447	48,973	98,716	49,235	147,952
2032-33 (5)	43,195	6,576	49,771	103,104	51,691	154,795
2033-34 (5)	43,870	6,706	50,576	107,675	54,262	161,937
2034-35 (5)	44,551	6,837	51,388	112,435	56,953	169,388
2035-36 (5)	45,237	6,969	52,206	117,391	59,766	177,157
2036-37 (5)	45,928	7,103	53,030	122,572	62,717	185,289
2037-38 (5)	46,624	7,238	53,862	128,010	65,821	193,831
2038-39 (5)	47,328	7,374	54,702	133,677	69,070	202,747
2039-40 (5)	48,038	7,512	55,551	139,584	72,472	212,056
2040-41 (5)	48,759	7,653	56,411	145,748	76,037	221,786

(1) Reflects actual traffic and revenue experience.

(2) Reflects actual experience through January 2013.

(3) Cash tolls increased by 10% on January 1, 2012, except for Turnpike 576 where toll rates remained unchanged.

(4) Cash tolls increased by 10% and E-ZPass tolls increased by 2% on January 6, 2013.

(5) Annual toll rate increases are assumed to be implemented at the first of each year. The percent increases are the same for cars and trucks, and for E-ZPass and cash. The percent increases range from 3.00% to 5.50%, depending upon the year. The rates for each year are listed in Table 5.

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Table 10
Total System: Estimated Annual Transactions and Gross Toll Revenue
 Pennsylvania Turnpike

Traffic and Toll Revenue in Thousands

Fiscal Year	Annual Transactions			Annual Gross Toll Revenue			Discounts and Adjustments (7)	Adjusted Annual Gross Revenue
	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles		
2011-12 (1,3)	164,960	24,127	189,087	\$455,133	\$342,646	\$797,779	(\$16,981)	\$780,798
2012-13 (2,4)	164,489	24,251	188,740	471,498	351,090	822,589	(11,586)	811,003
2013-14 (5)	166,866	24,730	191,597	492,725	367,608	860,333	(5,514)	854,819
2014-15 (5)	169,865	25,314	195,180	517,540	389,102	906,641	0	906,641
2015-16 (5)	173,397	25,927	199,324	553,379	417,727	971,106	0	971,106
2016-17 (5)	176,444	26,496	202,939	592,240	448,930	1,041,170	0	1,041,170
2017-18 (5,6)	180,595	27,235	207,830	642,208	489,786	1,131,995	0	1,131,995
2018-19 (5)	185,290	28,058	213,348	700,706	536,706	1,237,412	0	1,237,412
2019-20 (5)	187,987	28,579	216,566	747,697	575,257	1,322,954	0	1,322,954
2020-21 (5)	190,730	29,108	219,838	795,165	614,077	1,409,242	0	1,409,242
2021-22 (5)	193,538	29,649	223,187	840,938	652,033	1,492,970	0	1,492,970
2022-23 (5)	196,392	30,196	226,588	889,380	692,261	1,581,641	0	1,581,641
2023-24 (5)	199,290	30,748	230,038	940,631	734,888	1,675,520	0	1,675,520
2024-25 (5)	202,236	31,305	233,542	994,886	780,054	1,774,940	0	1,774,940
2025-26 (5)	205,227	31,871	237,098	1,050,319	826,284	1,876,603	0	1,876,603
2026-27 (5)	208,279	32,448	240,727	1,103,667	871,140	1,974,808	0	1,974,808
2027-28 (5)	211,412	33,037	244,450	1,154,384	914,092	2,068,477	0	2,068,477
2028-29 (5)	214,619	33,636	248,255	1,204,056	956,484	2,160,539	0	2,160,539
2029-30 (5)	217,878	34,241	252,119	1,255,892	1,000,764	2,256,655	0	2,256,655
2030-31 (5)	221,183	34,852	256,035	1,310,246	1,047,280	2,357,525	0	2,357,525
2031-32 (5)	224,521	35,468	259,989	1,367,329	1,096,207	2,463,535	0	2,463,535
2032-33 (5)	227,907	36,092	263,999	1,426,907	1,147,350	2,574,257	0	2,574,257
2033-34 (5)	231,346	36,725	268,071	1,489,118	1,200,823	2,689,941	0	2,689,941
2034-35 (5)	234,843	37,365	272,208	1,554,110	1,256,662	2,810,772	0	2,810,772
2035-36 (5)	238,381	38,011	276,392	1,621,861	1,314,962	2,936,822	0	2,936,822
2036-37 (5)	241,962	38,664	280,626	1,692,534	1,375,835	3,068,369	0	3,068,369
2037-38 (5)	245,604	39,326	284,929	1,766,407	1,439,456	3,205,863	0	3,205,863
2038-39 (5)	249,305	39,996	289,301	1,843,553	1,505,958	3,349,510	0	3,349,510
2039-40 (5)	253,070	40,675	293,745	1,924,158	1,576,097	3,500,255	0	3,500,255
2040-41 (5)	256,892	41,365	298,257	2,008,720	1,650,447	3,659,167	0	3,659,167

- (1) Reflects actual traffic and revenue experience.
- (2) Reflects actual experience through January 2013.
- (3) Cash toll rates were increased by 10 percent on January 1, 2012, except for Turnpike 576, where toll rates were unchanged.
- (4) Cash tolls increased by 10% and E-ZPass tolls increased by 2% on January 6, 2013.
- (5) Annual toll rate increases are assumed to be implemented at the first of each year. The percent increases are the same for cars and trucks, and for E-ZPass and cash. The percent increases range from 3.00% to 5.50% depending upon the year. The rates are listed in Table 5.
- (6) Includes impacts for I-95 Interchange Stages 0 and 1.
- (7) This reflects actual discounts and adjustments in FY 2011-12 and through December of FY 2012-13. Changes were implemented in the commercial discount program in January 2012 and 2013 to reduce the amount of the discount. Beginning in January 2014 the commercial discounts will be eliminated altogether.

Table 11
Comparison of New Traffic and Revenue
Estimates with those from the 2012 Forecast Study
Pennsylvania Turnpike

Traffic and Toll Revenue in Thousands

Fiscal Year	Total Annual Transactions			Total Annual Adjusted Gross Toll Revenue		
	Current Estimates	2012 Forecast	Percent Difference	Current Estimates	2012 Forecast	Percent Difference
2011-12	189,087	189,074	0.0%	\$780,798	\$779,340	0.2%
2012-13	188,740	192,431	(1.9)	811,003	820,715	(1.2)
2013-14	191,597	196,555	(2.5)	854,819	867,834	(1.5)
2014-15	195,180	201,175	(3.0)	906,641	922,728	(1.7)
2015-16	199,324	205,491	(3.0)	971,106	985,088	(1.4)
2016-17	202,939	209,227	(3.0)	1,041,170	1,056,844	(1.5)
2017-18	207,830	214,263	(3.0)	1,131,995	1,149,614	(1.5)
2018-19	213,348	219,988	(3.0)	1,237,412	1,257,743	(1.6)
2019-20	216,566	223,311	(3.0)	1,322,954	1,345,507	(1.7)
2020-21	219,838	226,704	(3.0)	1,409,242	1,431,473	(1.6)
2021-22	223,187	230,231	(3.1)	1,492,970	1,504,749	(0.8)
2022-23	226,588	233,860	(3.1)	1,581,641	1,572,962	0.6
2023-24	230,038	237,544	(3.2)	1,675,520	1,644,212	1.9
2024-25	233,542	241,287	(3.2)	1,774,940	1,718,661	3.3
2025-26	237,098	245,072	(3.3)	1,876,603	1,796,367	4.5
2026-27	240,727	248,895	(3.3)	1,974,808	1,877,451	5.2
2027-28	244,450	252,774	(3.3)	2,068,477	1,962,142	5.4
2028-29	248,255	256,715	(3.3)	2,160,539	2,050,604	5.4
2029-30	252,119	260,716	(3.3)	2,256,655	2,143,014	5.3
2030-31	256,035	264,772	(3.3)	2,357,525	2,239,901	5.3
2031-32	259,989	268,868	(3.3)	2,463,535	2,341,539	5.2
2032-33	263,999	273,021	(3.3)	2,574,257	2,447,729	5.2
2033-34	268,071	277,239	(3.3)	2,689,941	2,558,724	5.1
2034-35	272,208	281,524	(3.3)	2,810,772	2,674,701	5.1
2035-36	276,392	285,858	(3.3)	2,936,822	2,795,739	5.0
2036-37	280,626	290,245	(3.3)	3,068,369	2,922,091	5.0
2037-38	284,929	294,702	(3.3)	3,205,863	3,054,181	5.0
2038-39	289,301	299,231	(3.3)	3,349,510	3,192,226	4.9
2039-40	293,745	303,835	(3.3)	3,500,255	3,336,511	4.9
2040-41	298,257	308,509	(3.3)	3,659,167	3,487,637	4.9

increasing so that it is about 5.4 percent greater than the previous forecast, then the difference begins to decrease such that by FY 2040-41 it is about 4.9 percent greater than the previous forecast. The reason for the reduction in the difference beginning in FY 2029-30 is because at that time the toll rate increase assumptions are identical between the current and 2012 Forecast Study. Thus, because of the higher E-ZPass assumptions in the current study, revenue slowly begins to decline again compared to the previous study (which assumed a greater proportion of higher paying cash transactions).

* * *

Disclaimer

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

CDM Smith has made qualitative judgments related to several key variables in the development and analysis of the traffic and revenue forecasts 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 to 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 federal, state and local agencies, including the Pennsylvania Turnpike Commission, and some independent parties. These estimates and projections may not be indicative of actual or future values, and are therefore subject to substantial uncertainty. Future developments 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 projections contained within this report.



Mr. Nikolaus Grieshaber
March 18, 2013
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While CDM Smith believes that some of the projections or other forward-looking statements contained within the report are based on reasonable assumptions as of the date in 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.

Sincerely,

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

Scott A. Allaire
Vice President
CDM Smith Inc.

A handwritten signature in black ink that reads "Gary T. Quinlin".

Gary T. Quinlin
Project Manager
CDM Smith Inc.



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February 27, 2014

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

Subject: Pennsylvania Turnpike Commission 2014 Traffic and Toll Revenue
Bring Down Letter

Dear Mr. Grieshaber:

The Pennsylvania Turnpike Commission (PTC or Commission) has asked CDM Smith to prepare this Bring Down Letter (2014 Bring Down Letter) to be used in support of the Commission's ongoing capital improvement program and other funding requirements. This letter provides an update to the *2013 Traffic and Toll Revenue Bring Down Letter* (2013 Bring Down Letter), dated March 18, 2013.

The 2013 Bring Down Letter provides an update to the most recent investment grade study, the *Pennsylvania Turnpike 2012 Traffic and Revenue Forecast Study* (2012 Forecast Study), prepared by CDM Smith and dated March 9, 2012. The 2012 Forecast Study presented traffic and gross toll revenue forecasts from fiscal year (FY) 2011-12 through FY 2040-41, or 29 years. A fiscal year runs from June 1 through May 31. Actual traffic and revenue data were available through January 2012 for the 2012 Forecast Study and through January 2013 for the 2013 Bring Down Letter.

This 2014 Bring Down Letter presents actual traffic and toll revenue data through January 2014 (the most recent month of actual experience), compares the forecasts between the 2013 and 2014 Bring Down Letters, and provides updated traffic and revenue forecasts through FY 2040-41. The updated forecasts reflect the following changes from the 2013 Bring Down Letter.

- E-ZPass toll rates actually increased by 2.0 percent in calendar year 2014 compared to a planned 3.0 percent, except for Turnpike 576 where toll rates remained unchanged.
- Cash toll rates actually increased by 12.0 percent in calendar year 2014 compared to a planned 3.0 percent, except for Turnpike 576 where toll rates remained unchanged.
- The estimated E-ZPass penetration rates change beginning in calendar year 2014 due to an increased toll differential between cash and E-ZPass toll rates implemented in January 2014.



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February 27, 2014
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- Actual traffic and toll revenue data for an additional 12 months (through January 2014).
- Lower economic growth was realized in 2013 than was forecast, and current economic growth projections are lower for 2014 through 2016 than previously forecast. The largest variance is for 2014.
- The commercial volume discount program previously assumed to be phased out in 2014 was modified January 1, 2014 and is now assumed to continue throughout the forecast period.

These differences are described in more detail in the following sections.

It is important to note that forecasts of annual traffic growth rates in this 2014 Bring Down Letter are only adjusted in 2014 and 2015 to reflect the lower than forecast economic activity in those years. Forecasted growth rates in traffic from 2016 and beyond are unchanged from those in the either the 2013 Bring Down Letter or the 2012 Forecast Study. The revised traffic and toll revenue estimates presented in this 2014 Bring Down Letter do include adjustments for the changed assumptions in E-ZPass penetration rates through 2041.

The 2012 Forecast Study provides detailed information on the socioeconomic trends and forecasts for the state, region and country that formed the basis for the original traffic and toll revenue forecasts. Additional information regarding the Pennsylvania Turnpike (Turnpike), such as historical toll rate increases, sample toll rates, E-ZPass market share, and more, are also provided in the 2012 Forecast Study.

Historical Toll Rate Increases and Current Toll Rates

Table 1 provides a historical summary of toll rate increases on the Turnpike System from 1987 to the most recent increase implemented on January 5, 2014. Rate increases are presented as a percent increase over the previous toll rate for cash and E-ZPass. The four rate increases implemented between 1987 and 2009 ranged from 25.0 percent to 42.5 percent and were implemented in irregular intervals. Since 2009 the PTC has implemented annual systemwide toll increases, although a section of Turnpike 43 was exempted from the rate increase in 2009, and Turnpike 576 was exempted from 2009 through 2012, and 2014.

The first toll increase that created a differential between cash and E-ZPass toll rates was implemented on January 2, 2011, when E-ZPass tolls were increased by 3.0 percent and cash tolls were increased by 10.0 percent. Each subsequent toll schedule change has increased the difference between the E-ZPass and cash toll rates. In 2012, the E-ZPass toll rate was not increased and the cash toll rate was increased by 10.0 percent. In 2013, the E-ZPass toll rate was increased by 2.0 percent and the cash rate was increased by 10.0 percent. The most recent toll schedule change, in 2014, increased E-ZPass rates by 2.0 percent and cash rates by 12.0 percent on all Turnpike facilities except Turnpike 576. In 2014, cash customers will pay, on average, approximately 39

percent more than E-ZPass customers for the same trip. The toll rate increase that was implemented on January 5, 2014 is different from the assumed toll rate increase in the 2013 Bring Down Letter, which assumed a 3.0 percent increase for both E-ZPass and cash tolls.

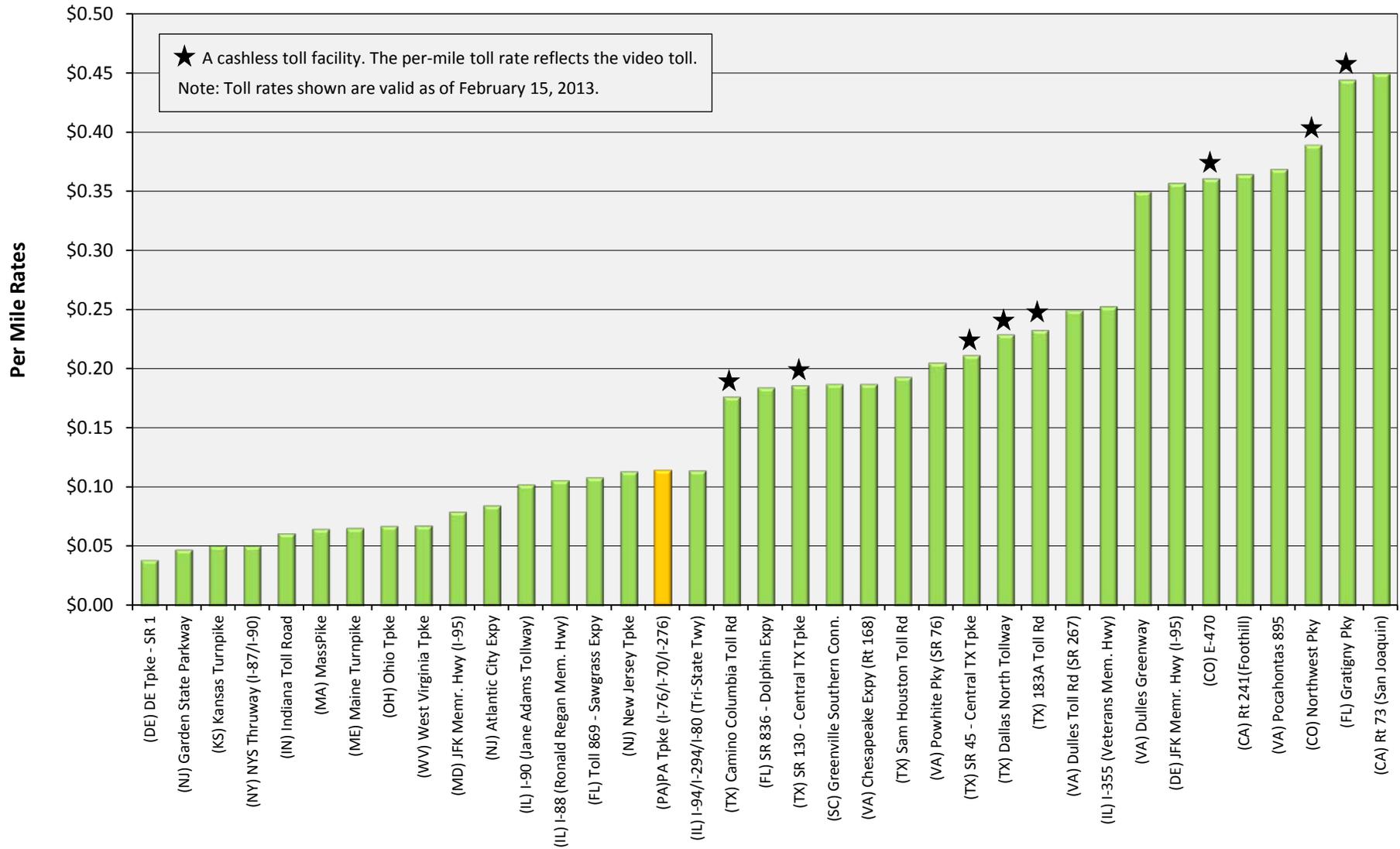
Table 1
Historical Toll Rate Increases
Pennsylvania Turnpike System

Date	Percent Increase		Comment
	Cash	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 toll increase on Turnpike 576 or Turnpike 43 between Uniontown and Brownsville
1/3/2010	3.0	3.0	No toll increase on Turnpike 576
1/2/2011	10.0	3.0	No toll increase on Turnpike 576
1/1/2012	10.0	0.0	No toll increase on Turnpike 576
1/6/2013	10.0	2.0	
1/5/2014	12.0	2.0	No toll increase on Turnpike 576

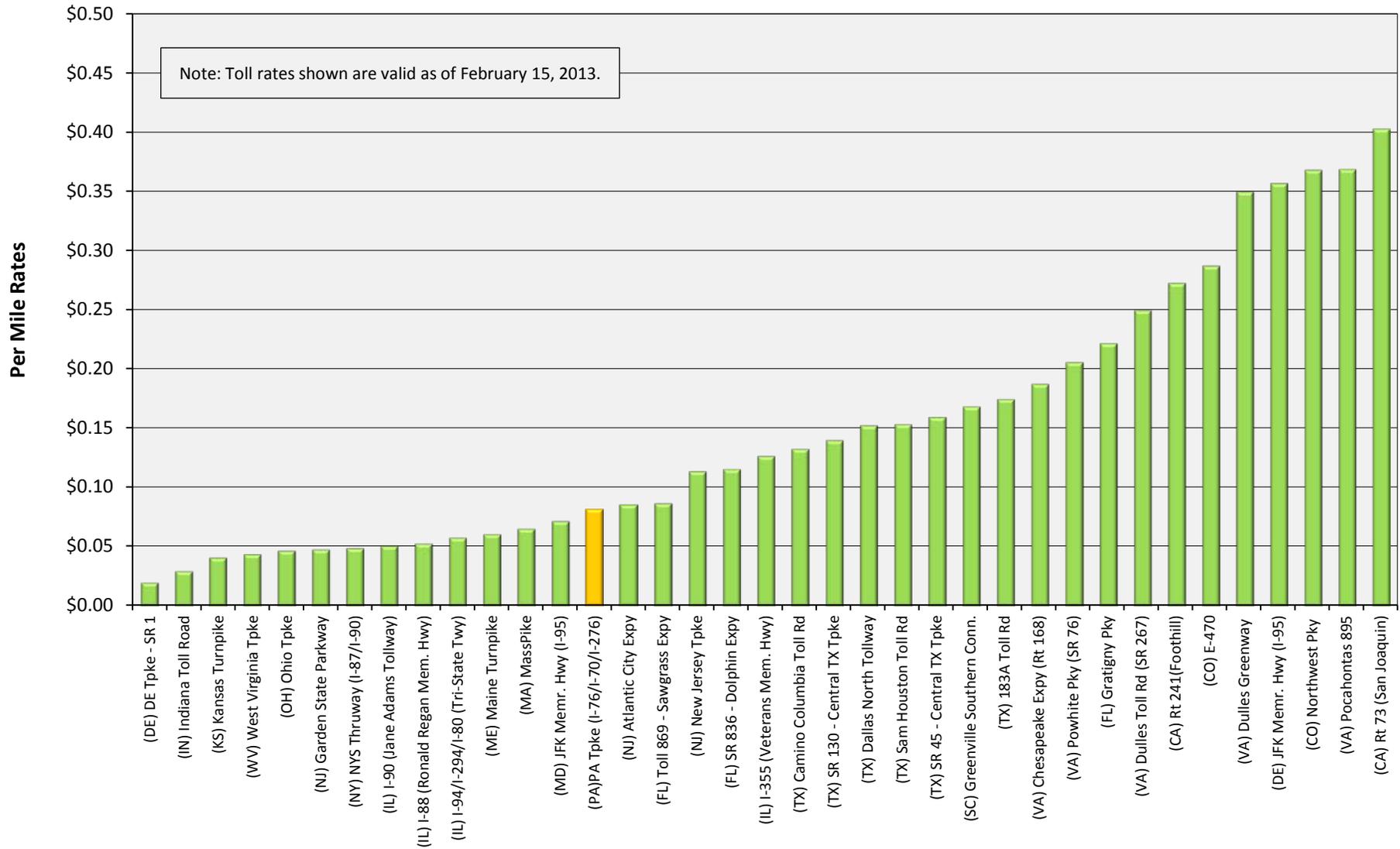
Figures 1 and 2 show the 2014 per-mile toll rates for a through trip on 38 U.S. toll facilities, for cash and electronic toll collection (ETC) payments, respectively. The per-mile toll rate is shown for the Pennsylvania Turnpike Ticket System (the yellow bar), which is by far the largest component of the Turnpike System comprising about 82 percent of all transactions and 94 percent of all toll revenue in FY 2012-13. The purpose of these figures is to show that even with the six consecutive annual toll increases since 2009, the per-mile toll rates on the Pennsylvania Turnpike System, at 11.4 cents per mile for cash customers and 8.2 cents per mile for E-ZPass customers are still very reasonably priced compared to other major toll facilities in the U.S.

Annual Transaction and Gross Toll Revenue Trends

Table 2 provides a summary of annual Systemwide transactions and adjusted gross toll revenue trends from FY 1979-80 through FY 2012-13. Note that the adjusted toll revenue includes adjustments and discounts attributable to the commercial volume discount program. Prior to the implementation of discounted E-ZPass toll rates, a post-paid, volume discount program was



**2014 CASH PER-MILE TOLL RATES FOR PASSENGER CARS
 (BASED ON A THROUGH TRIP)**



**2014 ETC PER-MILE TOLL RATES FOR PASSENGER CARS
(BASED ON A THROUGH TRIP)**





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Table 2
Annual Systemwide Traffic and Adjusted Gross Toll Revenue Trends
 Pennsylvania Turnpike System
 (in thousands)

Fiscal Year	Transactions						Adjusted Toll Revenue (9)					
	Cars		Trucks		Total	Percent Change Over Prior Year	Cars		Trucks		Total	Percent Change Over Prior Year
	Year	Percent Change Over Prior Year	Year	Percent Change Over Prior Year	Year		Year	Percent Change Over Prior Year	Year	Percent Change Over Prior Year	Year	
1979-80	53,823		9,053		62,876		\$53,818		\$52,823		\$106,641	
1980-81	56,149	4.3	8,865	(2.1)	65,014	3.4	57,098	6.1	52,930	0.2	110,028	3.2
1981-82	59,468	5.9	9,069	2.3	68,537	5.4	60,227	5.5	55,264	4.4	115,491	5.0
1982-83	62,908	5.8	9,088	0.2	71,996	5.0	63,529	5.5	55,162	(0.2)	118,691	2.8
1983-84	65,398	4.0	10,234	12.6	75,632	5.1	65,849	3.7	63,510	15.1	129,359	9.0
1984-85	69,919	6.9	11,081	8.3	81,000	7.1	69,965	6.3	69,516	9.5	139,481	7.8
1985-86	73,926	5.7	11,790	6.4	85,716	5.8	73,616	5.2	74,729	7.5	148,345	6.4
1986-87 (1)	75,255	1.8	11,981	1.6	87,236	1.8	84,025	14.1	84,220	12.7	168,245	13.4
1987-88	78,434	4.2	12,747	6.4	91,181	4.5	103,741	23.5	101,477	20.5	205,218	22.0
1988-89	83,771	6.8	13,604	6.7	97,375	6.8	110,781	6.8	109,499	7.9	220,280	7.3
1989-90	86,650	3.4	13,442	(1.2)	100,092	2.8	114,269	3.1	107,599	(1.7)	221,868	0.7
1990-91	89,040	2.8	13,027	(3.1)	102,067	2.0	116,579	2.0	102,833	(4.4)	219,412	(1.1)
1991-92 (2)	89,499	0.5	12,178	(6.5)	101,677	(0.4)	150,158	28.8	118,337	15.1	268,495	22.4
1992-93	96,953	8.3	13,061	7.3	110,014	8.2	153,394	2.2	123,393	4.3	276,787	3.1
1993-94	106,708	10.1	14,261	9.2	120,969	10.0	158,053	3.0	122,846	(0.4)	280,899	1.5
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 (3)	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 (4)	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 (5)	163,599	0.6	22,933	(2.8)	186,531	0.2	415,981	16.7	277,847	7.2	693,827	12.7
2010-11 (6)	165,230	1.0	23,812	3.8	189,042	1.3	435,752	4.8	303,952	9.4	739,704	6.6
2011-12 (7)	164,960	(0.2)	24,127	1.3	189,087	0.0	455,133	4.4	325,665	7.1	780,798	5.6
2012-13 (8)	163,690	(0.8)	24,207	0.3	187,897	(0.6)	471,514	3.6	340,028	4.4	811,542	3.9

Average Annual Percent Change

Fiscal Year	Transactions			Adjusted Gross Toll Revenue (7)		
	Cars	Trucks	Total	Cars	Trucks	Total
FY 1979-80 - FY 1989-90	4.9	4.0	4.8	7.8	7.4	7.6
FY 1989-90 - FY 1999-00	4.8	4.7	4.8	5.5	4.8	5.2
FY 1999-00 - FY 2012-13	1.4	1.1	1.3	7.6	5.8	6.8
FY 1979-80 - FY 2012-13	3.5	3.1	3.5	7.0	6.0	6.5

- (1) Tolls increased by 30% on January 2, 1987.
- (2) Tolls increased by 30% on June 1, 1991.
- (3) Tolls increased by 42.5% on August 1, 2004.
- (4) Tolls increased by 25% on January 4, 2009, except for Turnpike 576 and Turnpike 43 from Uniontown to Brownsville where toll rates remained unchanged.
- (5) Tolls increase by 3% on January 3, 2010, except for Turnpike 576 where toll rates remained unchanged.
- (6) E-ZPass tolls increased by 3% and a cash tolls increased by 10% on January 2, 2011, except for Turnpike 576 where toll rates remained unchanged.
- (7) Cash tolls increased by 10% on January 1, 2012, except for Turnpike 576 where toll rates remained unchanged.
- (8) E-ZPass tolls increased by 2% and a cash tolls increased by 10% on January 6, 2013.
- (9) The toll revenue includes the adjustments associated with the commercial volume-discount program.

established for high-volume commercial E-ZPass accounts. With the advent of an automatically applied toll discount to E-ZPass accounts, the commercial volume discount program has been modified over the last several years. In 2013, accounts accruing \$10,000 or more in monthly tolls were eligible for a 5.0 percent discount. Effective January 5, 2014 the volume discount program was amended so that a 3.0 percent discount is provided to accounts that accrue \$20,000 or more in monthly tolls.

The Pennsylvania Turnpike System is a large, mature system that has demonstrated long-term growth in transactions and toll revenue. Table 2 presents historical traffic and toll revenue growth over the past 33 years, from FY 1979-80 through FY 2012-13. Between FY 1979-80 and FY 1989-90, Turnpike transactions and adjusted toll revenue grew by an average annual rate of 4.8 percent and 7.6 percent, respectively. Similarly, in the 10 years from FY 1989-90 to FY 1999-00, Turnpike transactions and adjusted gross toll revenue grew by average annual rates of 4.8 percent and 5.2 percent, respectively. Over the most recent thirteen-year period from FY 1999-00 through FY 2012-13, Turnpike transaction growth averaged 1.3 percent per year, compared to adjusted toll revenue growth of 6.8 percent per year. During this thirteen-year period, transactions were negatively impacted by a recession from March 2001 through November 2001, and by the Great Recession that lasted from approximately December 2007 through June 2009. The latter of the two is more notable based on duration and severity, and the resultant impacts on Turnpike traffic and revenue. The last recession particularly impacted commercial vehicle traffic. Growth in transactions has been slow since the end of the Great Recession, increasing by 0.2 percent in FY 2009-10, 1.3 percent in FY 2010-11, and by 0.0 percent in FY 2011-12. More recently, overall Turnpike transactions declined 0.6 percent in FY 2012-13. The slow growth in transactions is largely due to a very slow economic recovery and to annual toll increases since 2009. In the last three fiscal years, truck traffic has exhibited stronger growth than cars, totaling annual increases of 3.8 percent in FY 2010-11, 1.3 percent in FY 2011-12 and 0.3 percent in FY 2012-13. Toll revenue increased at a much greater rate than transactions during the last 13 years due to toll increases implemented in 2004, 2009, and in every year since 2009.

Monthly Transactions and Gross Toll revenue Trends

Table 3 presents recent monthly transaction trends from FY 2009-10 through January 2014 for all PTC toll facilities. The facilities are summarized in the following groups:

- The ticket system – comprised of I-76/I-276 and I-476;
- Turnpike 43 (Mon/Fayette) and Turnpike 576 (Southern Beltway);
- Turnpike 66;
- Northeast Extension Barrier Plazas;



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Table 3
Pennsylvania Turnpike Monthly Traffic Volume Trends By Facility and Vehicle Class
Volumes in Thousands

Month	Passenger Cars				Commercial Vehicles				Total Vehicles									
	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	% Chg.	2013-14	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	% Chg.	2013-14
June	11,856	2.0	12,077	(2.1)	11,827	(0.5)	11,771	(0.8)	11,079	1,760	4.7	1,843	(0.9)	1,827	(3.3)	1,766	(0.5)	1,758
July	12,422	1.4	12,594	(3.5)	12,154	(1.9)	11,918	1.6	12,105	1,774	1.8	1,806	(4.8)	1,720	0.5	1,729	5.8	1,829
Aug.	12,431	2.0	12,674	(5.0)	12,039	2.5	12,337	1.3	12,462	1,738	6.2	1,846	0.2	1,850	0.1	1,852	0.8	1,866
Sept.	11,378	1.3	11,529	(2.3)	11,264	(2.4)	10,995	2.2	11,238	1,713	3.8	1,779	(1.0)	1,761	(7.2)	1,633	6.1	1,733
Oct.	11,766	2.5	12,059	(3.7)	11,608	(3.8)	11,172	6.3	11,878	1,746	2.0	1,781	(0.9)	1,764	(0.1)	1,762	7.2	1,888
Nov.	11,129	1.7	11,322	(1.5)	11,148	(1.6)	10,970	(0.3)	10,937	1,532	7.6	1,648	0.5	1,656	2.4	1,697	(3.8)	1,631
Dec.	10,745	1.2	10,876	0.8	10,962	(3.5)	10,576	0.3	10,611	1,540	3.6	1,595	(1.2)	1,576	(4.6)	1,503	4.0	1,564
Jan.	10,104	(4.5)	9,650	3.6	9,993	0.6	10,049	(4.5)	9,597	1,451	2.6	1,489	1.8	1,515	5.6	1,600	(1.8)	1,571
Feb.	8,321	13.1	9,408	4.3	9,817	(5.2)	9,301			1,328	7.7	1,430	4.7	1,497	(2.6)	1,458		
March	11,227	(1.9)	11,011	(0.6)	10,947	(0.5)	10,889			1,714	0.9	1,729	(2.5)	1,686	(4.2)	1,615		
April	11,387	(3.2)	11,020	(0.9)	10,921	0.9	11,021			1,736	(4.1)	1,664	(0.8)	1,650	6.9	1,763		
May	11,825	(2.7)	11,503	1.7	11,704	1.7	11,901			1,733	1.4	1,757	3.0	1,810	4.3	1,888		
Total Year	134,570	0.9	135,722	(1.0)	134,383	(1.1)	132,901			19,785	3.0	20,368	(0.3)	20,312	(0.2)	20,266		
June-Jan	91,811	1.1	92,780	(1.9)	90,994	(1.3)	89,788	0.8	90,538	13,254	4.0	13,788	(0.9)	13,669	(0.9)	13,542	2.2	13,841

Turnpike 43 - Mon/Fayette Expressway

Month	Passenger Cars				Commercial Vehicles				Total Vehicles									
	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	% Chg.	2013-14	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	% Chg.	2013-14
June	806	2.3	824	1.4	835	17.1	978	4.6	1,023	36	21.5	43	14.3	49	33.5	66	20.0	79
July	842	2.0	859	6.4	914	14.0	1,042	0.9	1,052	41	8.9	45	10.4	50	34.9	67	30.1	87
Aug.	869	3.2	897	11.5	1,000	13.4	1,134	(1.7)	1,114	46	1.5	47	25.9	59	26.0	74	20.6	90
Sept.	879	4.2	915	9.9	1,006	5.2	1,059	1.1	1,070	44	1.5	44	24.9	55	10.8	61	34.6	82
Oct.	919	3.7	954	7.9	1,029	6.7	1,098	3.0	1,132	42	2.0	43	22.5	53	30.6	69	39.0	96
Nov.	824	3.6	854	12.0	956	4.3	998	(1.3)	985	37	2.5	38	31.6	50	20.8	60	27.2	76
Dec.	796	4.7	833	12.7	939	0.7	946	1.1	957	31	0.5	31	41.7	44	13.6	50	29.7	65
Jan.	722	3.8	750	11.5	836	5.4	881	(3.2)	852	28	16.7	32	38.5	45	23.1	55	14.3	63
Feb.	662	15.0	761	16.3	885	(1.0)	876			24	29.6	31	58.5	50	11.9	56		
March	861	(0.4)	858	13.4	973	1.2	984			39	12.0	44	30.6	58	9.9	64		
April	876	(1.6)	862	12.3	968	6.8	1,034			41	(3.8)	39	54.3	61	20.0	73		
May	836	0.6	841	21.6	1,022	6.8	1,092			44	8.3	44	51.8	66	16.2	77		
Total Year	9,892	3.2	10,208	11.3	11,365	6.7	12,122			449	7.3	482	32.6	639	20.7	772		
June-Jan	6,657	3.4	6,886	9.2	7,516	8.2	8,136	0.6	8,184	304	6.3	324	25.1	405	24.2	503	27.0	639

NOTES:

- (1) Tolls increase by 3% on January 3, 2010, except for Turnpike 576 where toll rates remained unchanged.
- (2) E-ZPass tolls increased by 3% and cash tolls increased by 10% on January 2, 2011, except for Turnpike 576 where toll rates remained unchanged.
- (3) Cash tolls increased by 10% on January 1, 2012, except for Turnpike 576 where toll rates remained unchanged.
- (4) Cash tolls increased by 10% and E-ZPass tolls increased by 2% on January 6, 2013.
- (5) Cash tolls increased by 12% and E-ZPass tolls increased by 2% on January 5, 2014, except for Turnpike 576 where toll rates remained unchanged.
- (6) February 2010 traffic was negatively impacted several times due to severe snowstorms.
- (7) January 2011 traffic was negatively impacted due to several winter storms.
- (8) Phase 2 of the Turnpike 43 Unintown to Brownsville project opened to traffic in July 2012, with positive impacts to traffic.
- (9) Hurricane Sandy negatively impacted traffic and toll revenue in late October and early November 2012.
- (10) Several winter weather events negatively impacted traffic and toll revenue in December 2012.
- (11) Abnormally cold temperatures and winter storms negatively impacted travel in January 2014.



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Table 3 (Cont'd)
Pennsylvania Turnpike Monthly Traffic Volume Trends By Facility and Vehicle Class
Volumes in Thousands

Month	Passenger Cars			Commercial Vehicles			Total Vehicles		
	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	% Chg.	2013-14
June	608	2.0	620	(1.9)	608	(2.6)	593	(3.3)	573
July	622	3.4	643	(4.5)	614	(3.9)	590	(0.4)	588
Aug.	622	4.4	649	(2.7)	631	(1.5)	622	(1.6)	612
Sept.	605	4.4	632	(3.1)	612	(5.2)	581	0.1	581
Oct.	614	5.0	645	(3.4)	623	(3.0)	604	1.3	612
Nov.	576	3.5	596	(1.6)	586	(3.1)	568	(1.3)	561
Dec.	582	1.9	593	0.7	598	(7.0)	556	1.0	561
Jan.	519	(0.5)	516	2.3	528	(3.0)	512	(4.5)	489
Feb.	458	9.4	501	3.3	518	(6.6)	483		
March	596	(2.7)	580	0.0	580	(5.6)	548		
April	602	(4.6)	574	(0.9)	569	1.1	575		
May	620	(3.1)	601	0.9	607	(1.0)	601		
Total Year	7,025	1.8	7,150	(1.1)	7,074	(3.4)	6,832		
June-Jan	4,748	3.1	4,894	(1.9)	4,801	(3.7)	4,625	(1.0)	4,577

Month	Passenger Cars			Commercial Vehicles			Total Vehicles		
	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	% Chg.	2013-14
June	440	(2.6)	428	1.7	435	3.6	451	4.0	469
July	576	(4.8)	548	0.2	549	(4.3)	526	6.6	560
Aug.	606	(8.1)	556	(6.1)	522	5.8	553	8.8	602
Sept.	441	(3.1)	427	(1.8)	419	(4.0)	402	8.8	438
Oct.	426	5.0	447	(0.7)	444	(8.6)	406	11.7	453
Nov.	400	4.0	416	(2.0)	407	(1.2)	403	0.3	404
Dec.	347	1.1	351	4.6	367	(4.5)	350	10.8	388
Jan.	286	0.8	288	2.5	295	2.3	302	1.6	307
Feb.	254	8.6	276	7.4	286	(1.1)	293		
March	348	(4.5)	332	4.4	346	8.3	375		
April	399	2.0	407	4.1	423	(4.7)	403		
May	430	7.9	464	1.3	470	6.0	498		
Total Year	4,951	(0.2)	4,940	0.7	4,976	(0.3)	4,963		
June-Jan	3,520	(1.7)	3,462	(0.6)	3,440	(1.4)	3,393	6.8	3,622

Month	Passenger Cars			Commercial Vehicles			Total Vehicles		
	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	% Chg.	2013-14
June	77	0.8	78	8.8	85	5.3	89	2.3	91
July	86	(4.2)	82	3.2	85	6.0	90	12.9	102
Aug.	86	(1.8)	85	5.4	89	5.9	94	8.3	102
Sept.	79	2.2	81	6.8	87	(6.6)	81	13.5	92
Oct.	74	7.1	79	9.9	87	(2.1)	85	12.5	95
Nov.	61	19.7	73	1.2	74	9.8	81	0.1	81
Dec.	60	9.3	66	4.4	69	0.9	70	13.4	79
Jan.	57	8.7	63	4.0	65	15.6	75	5.9	80
Feb.	52	14.1	59	9.8	65	6.7	69		
March	67	3.7	70	6.2	74	3.7	77		
April	69	10.4	77	13.3	87	3.4	90		
May	75	19.4	80	11.6	100	4.2	104		
Total Year	844	6.7	901	7.1	965	4.1	1,005		
June-Jan	581	4.3	606	5.5	639	4.0	665	8.5	721

NOTES:
(1) Tolls increase by 3% on January 3, 2010, except for Turnpike 576 where toll rates remained unchanged.
(2) E-ZPass tolls increased by 3% and cash tolls increased by 10% on January 2, 2011, except for Turnpike 576 where toll rates remained unchanged.
(3) Cash tolls increased by 10% on January 1, 2012, except for Turnpike 576 where toll rates remained unchanged.
(4) Cash tolls increased by 10% and E-ZPass tolls increased by 2% on January 6, 2013.
(5) Cash tolls increased by 12% and E-ZPass tolls increased by 2% on January 5, 2014, except for Turnpike 576 where toll rates remained unchanged.
(6) February 2010 traffic was negatively impacted several times due to severe snowstorms.
(7) January 2011 traffic was negatively impacted due to several winter storms.
(8) Phase 2 of the Turnpike 43 Uniontown to Brownsville project opened to traffic in July 2012, with positive impacts to traffic.
(9) Hurricane Sandy negatively impacted traffic and toll revenue in late October and early November 2012.
(10) Several winter weather events negatively impacted traffic and toll revenue in December 2012.
(11) Abnormally cold temperatures and winter storms negatively impacted travel in January 2014.



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Table 3 (Cont'd)
Pennsylvania Turnpike Monthly Traffic Volume Trends By Facility and Vehicle Class
Volumes in Thousands

Month	Passenger Cars				Commercial Vehicles				Total Vehicles						
	2009-10	2010-11	2011-12	% Chg. 2012-13	2010-11	2011-12	2012-13	% Chg. 2013-14	2009-10	2010-11	2011-12	2012-13	% Chg. 2013-14		
June	640	(1.0)	633	0.7	638	(1.9)	625	(1.9)	625	1.6	795	0.6	739	(0.8)	
July	673	0.9	680	(0.9)	674	(3.5)	650	(7.5)	601	1.8	774	(0.2)	772	(1.9)	
Aug.	668	1.0	675	(1.7)	664	(1.5)	654	(6.3)	612	2.4	757	0.1	776	(1.2)	
Sept.	622	2.5	638	(3.8)	613	(4.1)	588	(4.1)	564	4.5	738	(3.0)	716	(4.4)	
Oct.	644	1.2	652	0.2	653	(7.2)	606	(1.9)	595	2.8	746	1.5	758	(6.3)	
Nov.	595	2.1	607	(3.5)	586	(2.9)	569	(6.1)	534	4.0	692	(2.0)	679	(2.7)	
Dec.	583	(2.5)	568	3.0	585	(6.7)	546	(1.0)	541	1.1	643	4.1	670	(6.1)	
Jan.	500	(1.2)	494	0.6	497	(0.7)	493	(7.2)	458	0.4	567	1.9	578	0.5	
Feb.	443	6.7	472	5.0	496	(6.6)	463			5.9	542	7.2	581	(6.9)	
March	579	(1.4)	571	(0.1)	570	(5.6)	538			0.5	660	0.5	663	(6.2)	
April	593	(0.2)	591	(3.1)	573	(3.8)	551			0.1	680	(1.9)	667	(2.8)	
May	622	1.2	630	(2.5)	614	(4.4)	587			2.2	728	(1.5)	717	(3.9)	
Total Year	7,162	0.7	7,210	(0.7)	7,162	(4.1)	6,871			8,121	1.9	8,279	0.4	8,315	(3.5)
June-Jan	4,925	0.4	4,946	(0.8)	4,909	(3.6)	4,731	(5.5)	4,471	5.555	2.1	5,670	0.3	5,687	(2.9)

Month	Total Transactions				Commercial Vehicles				Total Vehicles						
	2009-10	2010-11	2011-12	% Chg. 2012-13	2010-11	2011-12	2012-13	% Chg. 2013-14	2009-10	2010-11	2011-12	2012-13	% Chg. 2013-14		
June	14,329	1.8	14,583	(1.6)	14,344	0.5	14,418	(0.7)	14,311	2.3	16,741	(1.5)	16,496	0.3	
July	15,135	1.2	15,323	(2.7)	14,905	(1.2)	14,726	1.2	14,906	2.0	17,401	(2.8)	16,947	(0.8)	
Aug.	15,195	1.7	15,451	(3.8)	14,857	3.0	15,300	0.9	15,433	1.7	17,624	(3.2)	17,065	2.7	
Sept.	13,925	1.6	14,140	(1.6)	13,915	(2.1)	13,625	2.0	13,891	15.925	2.0	16,284	(1.4)	16,013	(2.7)
Oct.	14,369	2.7	14,757	(2.7)	14,357	(3.3)	13,886	5.6	14,670	16.399	2.7	16,844	(2.3)	16,464	(2.8)
Nov.	13,524	2.0	13,794	(0.8)	13,684	(1.3)	13,508	(0.6)	13,420	15.295	2.8	15,717	(0.4)	15,647	(0.8)
Dec.	13,053	1.3	13,221	1.7	13,451	(3.5)	12,975	0.6	13,058	14.821	1.6	15,061	1.6	15,304	(3.6)
Jan.	12,131	(3.6)	11,697	3.9	12,149	0.7	12,236	(4.4)	11,703	13.797	(2.7)	13,025	3.8	13,930	1.4
Feb.	10,138	12.6	11,418	5.2	12,011	(4.9)	11,417			11.670	12.0	13,074	5.4	13,782	(4.6)
March	13,610	(1.9)	13,351	0.5	13,417	(0.6)	13,334			15.591	(1.5)	15,363	0.3	15,413	(1.1)
April	13,856	(2.9)	13,455	(0.0)	13,454	1.0	13,585			15.873	(3.0)	15,401	0.2	15,433	1.7
May	14,333	(2.1)	14,039	2.7	14,417	1.8	14,679			16.359	(1.5)	16,115	3.0	16,592	2.1
Total Year	163,599	1.0	165,230	(0.2)	164,960	(0.8)	163,690			186,531	1.3	189,042	0.0	189,087	(0.6)
June-Jan	111,661	1.2	112,968	(1.2)	111,660	(0.9)	110,673	0.7	111,393	127,038	1.6	129,080	(0.9)	127,866	(0.8)

NOTES:

- (1) Tolls increase by 3% on January 3, 2010, except for Turnpike 576 where toll rates remained unchanged.
- (2) E-ZPass tolls increased by 3% and a cash tolls increased by 10% on January 2, 2011, except for Turnpike 576 where toll rates remained unchanged.
- (3) Cash tolls increased by 10% on January 1, 2012, except for Turnpike 576 where toll rates remained unchanged.
- (4) Cash tolls increased by 10% and E-ZPass tolls increased by 2% on January 6, 2013.
- (5) Cash tolls increased by 12% and E-ZPass tolls increased by 2% on January 5, 2014, except for Turnpike 576 where toll rates remained unchanged.
- (6) February 2010 traffic was negatively impacted several times due to severe snowstorms.
- (7) January 2011 traffic was negatively impacted due to several winter storms.
- (8) Phase 2 of the Turnpike 43 Uniontown to Brownsville project opened to traffic in July 2012, with positive impacts to traffic.
- (9) Hurricane Sandy negatively impacted traffic and toll revenue in late October and early November 2012.
- (10) Several winter weather events negatively impacted traffic and toll revenue in December 2012.
- (11) Abnormally cold temperatures and winter storms negatively impacted travel in January 2014.

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- Turnpike I-376; and
- The Total Turnpike System (comprised of all the facilities listed above).

The information is provided by passenger cars, commercial vehicles, and total vehicles. For comparative purposes, subtotals are provided for June through January for each fiscal year.

As previously mentioned, the ticket system is by far the largest component of both traffic and toll revenue on the Turnpike System. Since the Great Recession officially ended in June 2009, transaction growth has been slow on the ticket system, primarily due to a very slow economic recovery and to yearly toll increases. Total transaction growth was 1.1 percent in FY 2010-11, negative 0.9 percent in FY 2011-12, and negative 1.0 percent in FY 2012-13. Year to date (June 2013 through January 2014) transactions increased 1.0 percent compared to the same period in the prior year. Abnormally cold temperatures and winter storms negatively affected January 2014 travel on the ticket system, contributing to a 4.1 percent decrease in transactions compared to January 2013. Excluding January 2014, toll transactions had increased by 1.7 percent from June through December 2013.

Transaction growth patterns are similar for the other toll facilities except for Turnpike 43, which has experienced strong positive increases in traffic. Total transaction growth was 3.4 percent in FY 2010-11, 12.3 percent in FY 2011-12, and 7.4 percent in FY 2012-13. Year to date (June 2013 through January 2014) transaction growth was 2.1 percent compared to the same period in the prior year. This strong growth is a continuation of the effects of improvements made to Turnpike 43. Turnpike 43 has been under construction, with new sections and access points being added to the facility. In July 2012, the newest section (Phase 2 from Uniontown to Brownsville) was opened to traffic. This project included new access points, and new toll locations.

Year to date (June 2013 to January 2014), total transactions have increased by 1.0 percent on the ticket system, 2.1 percent on Turnpike 43, and 7.0 percent on the barrier portion of the Northeast Extension. Total transactions decreased by 0.5 percent on Turnpike 66 and by 5.1 percent on Turnpike I-376. The decreased transactions on Turnpikes 66 and I-376 are likely due to a combination of factors including the slow economic recovery, annual toll increases, and the presence of toll-free alternative routes. It appears traffic may finally be responding to the improving economy, particularly commercial vehicles. Commercial vehicle transactions are up for the year to date by 2.2 percent on the ticket system, 27.0 percent on Turnpike PA 43, 3.3 percent on Turnpike 66, and 8.5 percent on the Northeast Extension Barriers.

In total, the Turnpike System transaction growth was 1.3 percent in FY 2010-11, 0.0 percent in FY 2011-12, and negative 0.6 percent in FY 2012-13. Year to date (June 2013 through January 2014) transaction growth was 1.0 percent compared to the same period in the prior year. Excluding January which was impacted in 2014 by abnormally cold and stormy weather, total transactions

increased by 1.6 percent. Commercial vehicle traffic increased by 3.0 percent for the year to date (June 2013 through January 2014), and passenger car transactions increased by 0.7 percent. Excluding January 2014, commercial vehicle traffic increased by 3.6 percent, and passenger cars increased by 1.3 percent over the seven-month period from June through December 2013 compared to the same period in 2012.

Table 4 presents recent monthly gross toll revenue trends from FY 2009-10 through January 2014 for the PTC toll facilities. Ticket system total toll revenue growth totaled 6.2 percent in FY 2010-11, 4.0 percent in FY 2011-12, and 2.8 percent in FY 2012-13. Year to date (June 2013 through January 2014) toll revenue growth was 5.5 percent compared to the same period in the prior year. These revenue growth rates are significantly higher than the comparable growth in transactions because of the annual toll rate increases implemented at the beginning of each calendar year since 2009.

Systemwide toll revenue increased by 6.4 percent in FY 2010-11, 4.4 percent in FY 2011-12, and 3.0 percent in FY 2012-13. Year to date (June 2013 through January 2014) toll revenue growth was 5.6 percent compared to the same period in the prior year (6.2 percent growth excluding January). Commercial vehicle toll revenue increased by 4.7 and passenger car toll revenue increased by 6.2 percent from June 2013 through January 2014 compared to the same time period in the prior year. These increases in toll revenue were due primarily to the annual toll increases, and secondarily to the increased toll transactions on the turnpike system.

Actual and Assumed Toll Rate Increases

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. The assumptions regarding the planned toll rate increases have changed since the 2013 Bring Down Letter. Table 5 presents a comparison of the assumed annual percent increases in toll rates by E-ZPass and cash from calendar year 2011 through 2041 between the 2013 Bring Down letter and this 2014 Bring Down Letter.

The percent increases in toll rates in Table 5 under the 2014 Bring Down Letter column are actual through 2014. In 2014, the PTC increased E-ZPass tolls by 2.0 percent and cash tolls by 12.0 percent (except on Turnpike 576). This actual increase differs from the assumed 3.0 percent increase in both E-ZPass and cash toll rates assumed for year 2014 in the 2013 Bring Down Letter. The actual toll rate increase that took place in 2014 increases the differential between E-ZPass and cash rates so that on average, Cash customers pay 39.0 percent more in tolls compared to E-ZPass customers. This change in toll rates further incentivizes the shift of cash customers into E-ZPass.

From 2015 through 2041 there are no differences in the assumptions regarding the annual toll rate increases between the 2013 and 2014 Bring Down Letters. After 2014, all the toll rate increases are applied equally to all toll facilities and to all vehicle classes.



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Table 4
Pennsylvania Turnpike Monthly Gross Toll Revenue Trends By Facility and Vehicle Class
Revenue in Thousands

Month	Passenger Cars				Commercial Vehicles				Total Vehicles										
	2009-10	2010-11	2011-12	% Chg.	2009-10	2010-11	2011-12	% Chg.	2009-10	2010-11	2011-12	% Chg.							
June	34,578	5.3	37,602	5.5	39,684	5.5	41,861		\$60,252	5.2	\$63,410	5.0	\$66,573	2.5	\$68,258	4.8	\$71,531		
July	38,194	6.1	40,907	3.0	41,756	0.0	41,751	7.8	44,983	25,449	4.8	26,682	2.6	27,364	1.3	27,725	9.0	30,228	2.8
Aug.	36,760	4.0	40,319	(1.9)	39,537	8.4	42,863	8.2	46,393	25,276	8.1	27,388	7.0	29,252	2.2	29,905	3.2	30,876	64,036
Sept.	32,509	3.3	33,384	3.5	34,758	3.1	35,836	5.9	37,962	24,979	8.6	27,133	3.7	28,142	(3.8)	27,083	6.2	28,753	57,488
Oct.	33,193	5.8	35,102	1.8	35,750	(0.5)	35,588	10.1	39,199	25,385	6.5	27,024	4.9	28,359	0.0	28,365	10.2	31,267	58,578
Nov.	32,323	3.7	33,523	4.2	34,946	2.1	35,666	3.5	36,898	22,107	12.6	24,896	6.9	26,611	4.7	27,873	(1.8)	27,377	54,430
Dec.	30,228	3.7	31,351	6.3	33,328	2.0	34,003	7.2	36,441	22,568	10.3	24,890	2.1	25,405	(1.1)	25,133	5.3	26,471	52,796
Jan.	27,544	0.1	27,567	8.3	29,864	2.7	30,658	0.7	30,865	22,287	10.6	24,658	4.0	25,647	8.2	27,739	0.1	27,768	49,830
Feb.	21,952	2.1	26,354	9.3	29,015	(2.2)	28,387			20,697	14.4	23,674	6.9	25,297	(0.3)	25,225			42,650
March	30,980	3.2	31,980	4.0	33,254	7.9	35,882			26,144	9.6	28,651	(2.3)	27,994	0.3	28,078			57,124
April	33,002	2.2	33,735	3.6	34,959	2.8	35,941			25,753	5.1	27,061	(0.3)	26,970	8.8	29,337			58,755
May	35,494	1.1	35,870	6.3	38,124	7.0	40,799			25,856	7.4	27,777	6.0	29,438	5.9	31,162			61,349
Total Year	\$388,757	4.6	\$406,516	4.0	\$432,872	3.4	\$437,059			\$292,174	8.4	\$316,770	4.0	\$329,450	2.0	\$336,190			\$680,891
June-Jan	267,328	4.1	278,367	3.3	287,521	3.0	296,049	6.3	314,612	193,724	8.2	209,606	4.8	219,751	1.2	222,396	4.5	232,411	461,052

Month	Passenger Cars				Commercial Vehicles				Total Vehicles										
	2009-10	2010-11	2011-12	% Chg.	2009-10	2010-11	2011-12	% Chg.	2009-10	2010-11	2011-12	% Chg.							
June	779	6.6	830	7.8	896	23.4	1,105	13.3	1,253	101	25.3	127	20.1	153	37.8	210	30.1	274	\$881
July	815	6.2	865	13.6	982	22.3	1,201	7.4	1,290	116	11.1	129	19.5	154	44.3	222	33.7	297	991
Aug.	841	7.4	903	18.9	1,073	23.4	1,325	2.8	1,362	129	5.8	137	35.8	186	35.1	251	21.6	305	971
Sept.	849	8.2	919	17.1	1,076	13.8	1,225	5.7	1,295	123	5.8	130	32.1	172	21.2	209	34.2	280	972
Oct.	891	7.5	958	14.4	1,096	15.3	1,264	7.9	1,363	120	7.8	129	29.5	167	41.4	236	36.7	323	1,010
Nov.	802	7.2	859	19.0	1,023	12.4	1,149	3.2	1,186	105	8.2	113	37.9	142	21.8	206	25.4	258	906
Dec.	775	8.2	839	20.2	1,008	8.5	1,093	5.7	1,156	92	6.3	98	45.4	146	21.8	173	33.1	230	867
Jan.	730	10.1	803	17.0	940	12.3	1,056	1.2	1,069	85	21.4	104	43.0	148	33.2	198	15.1	228	815
Feb.	669	22.3	818	21.7	995	6.4	1,059			74	36.7	101	59.9	162	21.9	197			743
March	871	5.6	920	19.2	1,096	9.0	1,195			118	15.9	137	35.9	186	19.2	222			989
April	882	4.8	905	17.9	1,090	14.7	1,250			122	1.2	123	58.5	196	28.8	252			1,004
May	844	6.9	927	27.9	1,153	15.1	1,326			119	14.3	136	57.5	214	25.5	268			962
Total Year	\$9,747	8.1	\$10,240	17.9	\$12,427	14.6	\$14,247			\$1,305	12.2	\$1,464	39.0	\$2,086	29.9	\$2,644			\$11,052
June-Jan	6,481	7.6	6,976	16.0	8,094	16.4	9,418	5.9	9,974	872	10.9	967	32.2	1,278	33.4	1,705	28.7	2,195	7,353

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Table 4 (Cont'd)
Pennsylvania Turnpike Monthly Gross Toll Revenue Trends By Facility and Vehicle Class
 Revenue in Thousands

Month	Passenger Cars			Turnpike 66 Commercial Vehicles			Total Vehicles		
	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	% Chg.	2013-14
June	\$669	6.3	\$711	4.8	\$745	2.5	\$764	2.0	\$780
July	687	7.5	739	2.2	755	1.1	763	4.9	800
Aug.	686	8.6	746	3.8	774	3.6	802	3.7	831
Sept.	669	8.3	725	3.4	750	(0.4)	747	5.1	785
Oct.	678	9.0	740	2.9	761	1.5	772	6.7	824
Nov.	635	7.3	681	5.4	718	1.0	726	3.7	753
Dec.	638	5.8	674	8.1	729	(3.0)	707	6.3	751
Jan.	589	6.6	628	7.2	674	0.7	678	(0.1)	678
Feb.	520	17.6	611	8.2	661	(2.3)	646		
March	681	4.2	709	4.6	742	(0.8)	736		
April	690	1.9	703	3.8	729	5.9	773		
May	710	3.5	735	6.0	779	4.0	810		
Total Year	\$7,853	7.0	\$8,402	4.9	\$8,817	1.2	\$8,924		
June-Jan	5,253	7.5	5,644	4.6	5,905	0.9	5,959	4.1	6,201

Month	Commercial Vehicles			Northeast Extension Barrier Plazas Only Commercial Vehicles			Total Vehicles		
	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	% Chg.	2013-14
June	\$259	21.7	\$315	4.2	\$328	5.7	\$347	2.9	\$357
July	268	14.8	308	7.6	331	4.5	346	7.5	372
Aug.	256	30.0	333	9.2	364	1.7	370	4.8	388
Sept.	264	23.4	325	6.3	346	(4.3)	331	10.5	366
Oct.	280	10.3	308	18.8	366	(2.3)	358	7.4	384
Nov.	235	17.0	275	22.9	338	(10.9)	301	2.6	309
Dec.	230	8.8	250	15.5	289	(9.8)	261	10.7	289
Jan.	224	17.1	262	9.1	286	0.9	289	12.6	325
Feb.	202	19.4	241	17.8	284	(6.2)	267		
March	266	10.5	294	10.7	326	(9.0)	297		
April	288	(1.7)	283	15.5	327	5.9	347		
May	294	7.6	317	12.5	356	5.8	377		
Total Year	\$3,068	14.5	\$3,514	12.2	\$3,944	(1.4)	\$3,890		
June-Jan	2,016	17.9	2,378	11.4	2,650	(1.8)	2,603	7.2	2,790

Month	Passenger Cars			Commercial Vehicles			Total Vehicles		
	2009-10	% Chg.	2010-11	% Chg.	2011-12	% Chg.	2012-13	% Chg.	2013-14
June	\$282	2.7	\$289	9.8	\$318	9.5	\$348	9.1	\$379
July	370	0.4	371	8.2	402	0.9	405	12.1	454
Aug.	389	(3.3)	376	1.4	381	11.4	425	14.5	486
Sept.	283	2.0	288	5.9	305	0.7	307	14.1	350
Oct.	273	10.4	301	7.2	323	(4.4)	309	17.0	361
Nov.	256	9.4	280	5.6	296	3.2	305	4.9	320
Dec.	222	6.4	236	12.7	266	(0.3)	266	15.7	307
Jan.	199	4.8	208	7.7	225	5.4	237	7.7	255
Feb.	171	16.7	200	12.6	225	3.2	232		
March	255	2.9	241	9.8	265	13.3	301		
April	269	10.2	297	9.8	326	(0.3)	325		
May	290	16.7	339	6.8	362	11.1	402		
Total Year	\$3,239	5.9	\$3,428	7.7	\$3,693	4.5	\$3,861		
June-Jan	2,273	3.4	2,351	7.0	2,516	3.4	2,601	12.0	2,914

NOTES:
 (1) Tolls increase by 3% on January 3, 2010, except for Turnpike 576 where toll rates remained unchanged.
 (2) E-ZPass tolls increased by 3% and cash tolls increased by 10% on January 2, 2011, except for Turnpike 576 where toll rates remained unchanged.
 (3) Cash tolls increased by 10% on January 1, 2012, except for Turnpike 576 where toll rates remained unchanged.
 (4) Cash tolls increased by 10% and E-ZPass tolls increased by 2% on January 6, 2013.
 (5) Cash tolls increased by 12% and E-ZPass tolls increased by 2% on January 5, 2014, except for Turnpike 576 where toll rates remained unchanged.
 (6) February 2010 traffic was negatively impacted several times due to severe snowstorms.
 (7) January 2011 traffic was negatively impacted due to several winter storms.
 (8) Phase 2 of the Turnpike 43 Uniontown to Brownsville project opened to traffic in July 2012, with positive impacts to traffic.
 (9) Hurricane Sandy negatively impacted traffic and toll revenue in late October and early November 2012.
 (10) Several winter weather events negatively impacted traffic and toll revenue in December 2012.
 (11) Abnormally cold temperatures and winter storms negatively impacted travel in January 2014.



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Table 4 (Cont'd)
Pennsylvania Turnpike Monthly Gross Toll Revenue Trends By Facility and Vehicle Class
Revenue in Thousands

Month	Passenger Cars			Commercial Vehicles			Total Vehicles			
	2009-10 % Chg	2010-11 % Chg	2012-13 % Chg	2009-10 % Chg	2010-11 % Chg	2012-13 % Chg	2009-10 % Chg	2010-11 % Chg	2012-13 % Chg	
June	\$561	4.7	\$587	9.3	\$641	3.1	\$661	(3.1)	\$640	
July	590	6.9	631	7.8	680	1.8	692	(1.6)	681	
Aug.	586	6.7	625	6.5	666	4.3	695	(0.9)	688	
Sept.	545	8.5	592	3.4	612	1.7	622	1.4	631	
Oct.	563	7.2	604	7.7	651	(1.8)	639	3.6	662	
Nov.	520	7.4	559	4.4	583	2.7	599	(0.7)	595	
Dec.	509	2.5	522	11.9	584	(1.5)	575	4.9	604	
Jan.	456	7.8	492	6.4	524	3.8	544	(1.4)	536	
Feb.	404	16.8	472	10.9	523	(1.2)	517			
March	532	7.1	569	5.9	603	(0.0)	603			
April	545	8.6	592	2.2	605	1.7	616			
May	574	10.1	631	3.1	651	1.7	662			
Total Year	\$6,385	7.7	\$6,876	6.5	\$7,323	1.4	\$7,424			
June-Jan	4,331	6.5	4,611	7.2	4,941	1.7	5,027	0.2	5,037	

Month	Passenger Cars			Commercial Vehicles			Total Toll Revenue			
	2009-10 % Chg	2010-11 % Chg	2012-13 % Chg	2009-10 % Chg	2010-11 % Chg	2012-13 % Chg	2009-10 % Chg	2010-11 % Chg	2012-13 % Chg	
June	\$36,869	5.3	\$38,882	3.5	\$40,202	5.9	\$42,563	5.5	\$44,913	
July	40,655	6.0	43,313	3.3	44,555	0.6	44,813	7.6	48,219	
Aug.	41,263	4.1	42,568	(1.2)	42,482	8.7	46,109	7.9	49,761	
Sept.	34,853	3.6	36,108	3.9	37,501	3.3	38,737	5.9	41,023	
Oct.	35,598	5.9	37,705	2.3	38,580	(0.0)	38,572	9.9	42,409	
Nov.	34,536	4.0	35,920	4.6	37,556	2.3	38,446	3.4	39,752	
Dec.	32,372	3.9	33,623	6.8	35,916	2.0	36,644	7.1	39,259	
Jan.	29,518	0.6	29,699	8.5	32,226	2.9	33,172	0.7	33,403	
Feb.	25,716	20.8	28,654	9.6	31,419	(1.8)	30,841			
March	33,298	3.4	34,419	4.5	35,960	7.7	38,716			
April	35,389	2.4	36,251	4.0	37,709	3.2	38,904			
May	37,911	1.5	38,477	6.7	41,069	7.1	44,000			
Total Year	\$415,981	4.8	\$435,752	4.4	\$455,133	3.6	\$471,516			
June-Jan	285,667	4.3	297,950	3.7	308,977	3.3	319,055	6.2	338,738	

Month	Commercial Vehicles			Total Toll Revenue					
	2009-10 % Chg	2010-11 % Chg	2012-13 % Chg	2009-10 % Chg	2010-11 % Chg	2012-13 % Chg			
June	\$26,513	5.6	\$27,996	7.4	\$30,075	(0.9)	\$29,797	3.8	\$30,938
July	26,335	5.0	27,654	2.9	28,449	1.8	28,953	9.1	31,597
Aug.	26,172	8.4	28,362	7.4	30,473	2.5	31,222	3.4	32,289
Sept.	25,852	8.9	28,147	4.1	29,292	(3.7)	28,222	6.5	30,066
Oct.	26,259	6.6	27,996	5.5	29,536	0.2	29,595	10.5	32,692
Nov.	22,847	12.9	25,796	7.3	27,670	4.7	28,976	(1.5)	28,554
Dec.	23,289	10.4	25,713	2.5	26,388	(1.0)	26,096	5.7	27,577
Jan.	22,991	10.9	25,499	4.3	26,599	8.3	28,813	0.4	28,936
Feb.	21,356	14.5	24,452	7.4	26,271	(0.2)	26,223		
March	27,014	9.6	29,617	(1.8)	29,086	0.3	29,182		
April	26,651	5.1	28,014	0.4	28,122	8.8	30,610		
May	26,778	7.8	28,858	6.4	30,707	6.0	32,537		
Total Year	\$302,057	8.6	\$328,105	4.4	\$342,646	2.2	\$350,226		
June-Jan	200,258	8.4	217,163	5.2	228,460	1.4	231,674	4.7	242,649

Month	Commercial Vehicles			Total Vehicles					
	2009-10 % Chg	2010-11 % Chg	2012-13 % Chg	2009-10 % Chg	2010-11 % Chg	2012-13 % Chg			
June	\$63,383	5.4	\$66,829	5.2	\$70,276	3.0	\$72,360	4.8	\$75,851
July	66,990	5.6	70,767	3.2	73,004	1.0	73,767	8.2	79,816
Aug.	67,435	5.8	71,330	2.2	72,904	6.1	77,930	6.1	82,050
Sept.	60,707	5.8	64,255	3.9	66,792	0.2	66,959	6.2	71,089
Oct.	61,857	6.2	65,701	3.7	68,116	0.1	68,166	10.2	75,101
Nov.	57,383	7.5	61,698	5.7	65,236	3.4	67,422	1.3	68,306
Dec.	55,661	6.6	59,336	5.0	62,284	0.7	62,740	6.5	66,836
Jan.	52,509	5.1	55,198	6.6	58,824	5.4	61,985	0.6	62,338
Feb.	45,072	17.8	53,107	8.6	57,690	(1.1)	57,064		
March	60,313	6.2	64,037	1.6	65,046	4.4	67,899		
April	62,040	3.6	64,265	2.4	65,831	5.6	69,514		
May	64,689	4.1	67,335	6.6	71,776	6.6	76,536		
Total Year	\$718,038	6.4	\$763,856	4.4	\$797,779	3.0	\$821,742		
June-Jan	485,925	6.0	513,114	4.3	537,436	2.5	550,729	5.6	581,387

NOTES:

- (1) Tolls increase by 3% on January 3, 2010, except for Turnpike 576 where toll rates remained unchanged.
- (2) E-ZPass tolls increased by 2% and cash tolls increased by 10% on January 2, 2011, except for Turnpike 576 where toll rates remained unchanged.
- (3) Cash tolls increased by 10% on January 1, 2012, except for Turnpike 576 where toll rates remained unchanged.
- (4) Cash tolls increased by 10% and E-ZPass tolls increased by 2% on January 6, 2013.
- (5) Cash tolls increased by 12% and E-ZPass tolls increased by 2% on January 5, 2014, except for Turnpike 576 where toll rates remained unchanged.
- (6) February 2010 traffic was negatively impacted several times due to severe snowstorms.
- (7) January 2011 traffic was negatively impacted due to several winter storms.
- (8) Phase 2 of the Turnpike 43 Uniontown to Brownsville project opened to traffic in July 2012, with positive impacts to traffic.
- (9) Hurricane Sandy negatively impacted traffic and toll revenue in late October and early November 2012.
- (10) Several winter weather events negatively impacted traffic and toll revenue in December 2012.
- (11) Abnormally cold temperatures and winter storms negatively impacted travel in January 2014.

Table 5
Actual and Assumed Percent Changes in Toll Rates
Pennsylvania Turnpike System

Calendar Year	Percent Changes in Turnpike System's Toll Rates (1)			
	2014 Bring Down Letter		2013 Bring Down Letter	
	E-ZPass	Cash	E-ZPass	Cash
2011	3.00	10.00	3.00	10.00
2012	0.00	10.00	0.00	10.00
2013	2.00	10.00	2.00	10.00
2014	2.00	12.00	3.00	3.00
2015	5.00	5.00	5.00	5.00
2016	5.50	5.50	5.50	5.50
2017	5.50	5.50	5.50	5.50
2018	5.50	5.50	5.50	5.50
2019	5.50	5.50	5.50	5.50
2020	5.50	5.50	5.50	5.50
2021	4.50	4.50	4.50	4.50
2022	4.50	4.50	4.50	4.50
2023	4.50	4.50	4.50	4.50
2024	4.50	4.50	4.50	4.50
2025	4.50	4.50	4.50	4.50
2026	4.00	4.00	4.00	4.00
2027	3.50	3.50	3.50	3.50
2028	3.00	3.00	3.00	3.00
2029	3.00	3.00	3.00	3.00
2030	3.00	3.00	3.00	3.00
2031	3.00	3.00	3.00	3.00
2032	3.00	3.00	3.00	3.00
2033	3.00	3.00	3.00	3.00
2034	3.00	3.00	3.00	3.00
2035	3.00	3.00	3.00	3.00
2036	3.00	3.00	3.00	3.00
2037	3.00	3.00	3.00	3.00
2038	3.00	3.00	3.00	3.00
2039	3.00	3.00	3.00	3.00
2040	3.00	3.00	3.00	3.00
2041	3.00	3.00	3.00	3.00

(1) The percent toll rate increases are the same for all toll facilities and for all vehicle classes, except for 2011, 2012 and 2014 when Turnpike 576 was exempted from a toll increase.

Note: The toll rate increases for this 2014 Bring Down Letter are actual through 2013, and were actual through 2012 for the 2013 Bring Down Letter.

Actual and Assumed E-ZPass Penetration Rates

Table 6 presents the actual assumed annual E-ZPass penetration rates from calendar year 2011 through 2041 for both the 2014 and 2013 Bring Down letter. The penetration rates are shown for cars, trucks and total vehicles for the Turnpike System.

The percent penetration rates are the same in years 2011 and 2012 between the two Bring Down Letters because the rates are based off of actual data. The penetration rates in 2013 are based on actual data for the 2014 Bring Down Letter, and were forecast penetration rates for the 2013 Bring Down Letter. Compared to the 2013 Bring Down Letter, the estimated E-ZPass penetration rates are higher in calendar year 2014 because of the increased toll differential between E-ZPass and cash implemented in January 2014 that was not assumed in the 2013 Bring Down Letter.

At the time of the 2013 Bring Down Letter, it was assumed that cash toll rates would continue to be about 27 percent greater than E-ZPass toll rates. In actuality, due to the new toll schedule change in January 2014, cash toll rates became about 39 percent more than E-ZPass rates, thus causing customers to shift into E-ZPass. In 2014, the total E-ZPass market share was estimated to total 71.6 percent in the 2013 Bring Down letter. Due to the toll rate increase, it is now estimated that the total E-ZPass market share will increase to 74.9 percent in 2014 for the Turnpike System. This represents an increase of 3.3 percentage points. Similarly, 2014 passenger car E-ZPass penetration is now estimated to increase to 73.1 percent compared to 69.7 percent in the 2013 Bring Down Letter, and 2014 commercial vehicle E-ZPass penetration is now estimated to increase to 86.7 percent compared to 84.5 percent. This represents an increase of 2.2 percent for cars, 3.4 percent for trucks, and 3.3 percent overall, in E-ZPass market share in 2014 compared to the 2013 Bring Down Letter due to the increased toll differential implemented in 2014. These percentage point increases are assumed to continue through the forecast period, resulting in higher E-ZPass penetration rates for each year in the forecast period.

By 2041, E-ZPass market share on the Turnpike System is currently estimated to reach 86.2 percent for cars (previously 82.4), 95.2 percent for trucks (previously 95.0), and 87.5 percent overall (Previously 84.1). Note that E-ZPass market share forecasts are capped at 95 percent for trucks and 90 percent for passenger cars. The E-ZPass penetration rates are higher for cars and trucks throughout the forecast period in this Bring Down Letter compared to the 2013 Bring Down Letter due to the changed toll rate assumption in 2014. This has toll revenue implications, because E-ZPass customers pay substantially less than cash customers.

Table 6
Actual and Assumed Percent E-ZPass Penetration
Pennsylvania Turnpike System

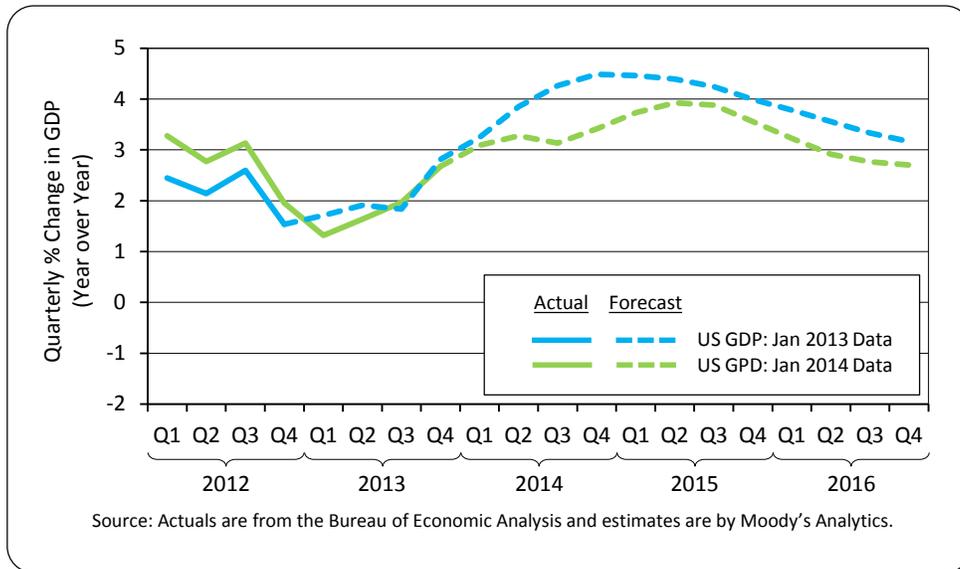
Calendar Year	E-ZPass Penetration Rates					
	2014 Bring Down Letter			2013 Bring Down Letter		
	Cars	Trucks	Total	Cars	Trucks	Total
2011	60.1	79.0	62.6	60.1	79.0	62.6
2012	64.3	81.6	66.5	64.3	81.6	66.5
2013	68.8	84.2	70.8	68.6	83.9	70.6
2014	73.1	86.7	74.9	69.7	84.5	71.6
2015	74.3	87.3	76.0	70.9	85.0	72.7
2016	75.0	87.9	76.7	71.6	85.6	73.4
2017	75.7	88.5	77.4	72.2	86.2	74.0
2018	76.4	89.0	78.1	72.9	86.7	74.7
2019	77.1	89.6	78.8	73.5	87.2	75.3
2020	77.7	90.1	79.3	74.0	87.8	75.9
2021	78.2	90.7	79.9	74.6	88.3	76.4
2022	78.7	91.1	80.4	75.1	88.8	76.9
2023	79.3	91.6	81.0	75.6	89.3	77.4
2024	79.8	92.1	81.5	76.1	89.8	77.9
2025	80.3	92.5	82.0	76.6	90.3	78.4
2026	80.8	93.0	82.5	77.1	90.8	78.9
2027	81.3	93.4	83.0	77.5	91.2	79.4
2028	81.7	93.9	83.4	78.0	91.7	79.8
2029	82.2	94.3	83.9	78.4	92.2	80.3
2030	82.6	94.7	84.3	78.9	92.6	80.7
2031	83.0	95.0	84.7	79.2	92.9	81.1
2032	83.4	95.2	85.0	79.6	93.2	81.4
2033	83.7	95.2	85.3	79.9	93.5	81.8
2034	84.0	95.2	85.6	80.2	93.7	82.1
2035	84.4	95.2	85.9	80.6	94.0	82.4
2036	84.7	95.2	86.2	80.9	94.3	82.7
2037	85.1	95.2	86.5	81.2	94.5	83.1
2038	85.4	95.2	86.8	81.5	94.8	83.4
2039	85.7	95.2	87.0	81.8	95.0	83.7
2040	86.0	95.2	87.3	82.2	95.0	83.9
2041	86.2	95.2	87.5	82.4	95.0	84.1

Note: The E-ZPass penetration rates for this 2014 Bring Down Letter are actual through 2013 and were actual only through 2012 for the 2013 Bring Down Letter.

Summary of Changes in U.S. Gross Domestic Product

This section presents a comparison of the GDP information available for the 2012 Forecast Study with updated forecasts for GDP (available on January 13, 2014) from Moody’s Analytics. This information was a key input in developing estimated growth forecasts for the Turnpike System. The last actual data point for the updated forecast is the fourth quarter of 2013. A graphic comparison between the forecast U.S. GDP available for the 2013 Bring Down Letter and this 2014 Bring Down Letter is shown in Figure 3. The intent is to highlight the major differences in estimated U.S. economic activity at the time of the 2013 Bring Down Letter and this 2014 Bring Down Letter. Figure 3 shows the percent change in quarterly growth of GDP over the same quarter in the prior year. The blue line presents the actual (solid line) and estimated (dashed line) GDP growth available for the 2013 Bring Down Letter (old data). The green line presents the actual (solid line) and estimated (dashed line) GDP growth available for this 2014 Bring Down Letter (new data).

FIGURE 3
**COMPARISON OF QUARTERLY GROWTH ESTIMATES
 IN U.S. GROSS DOMESTIC PRODUCT**



U.S. GDP growth in 2013 mirrored the GDP forecast used for the 2013 Bring Down Letter. Going forward, the most recently available U.S. GDP growth forecast is lower than the one used for the 2013 Bring Down Letter through calendar year 2016. The difference is most pronounced in the third quarter and fourth quarter of 2014 where the most recently available forecast is a full

percentage point lower than the forecast used for the 2013 Bring Down Letter. This difference remains at approximately 0.5 percent through 2016. Based on the the new forecasts in GDP, normal growth rates in transactions were reduced in calendar years 2014 and 2015. After 2015, growth rates remain unchanged from those provided in the 2013 Bring Down Letter.

Actual Versus Estimated Traffic and Toll Revenue

Table 7 provides a comparison of actual traffic and toll revenue versus estimated traffic and toll revenue from CDM Smith's 2013 Bring Down Letter. The analysis period in this table is from February 2013 through January 2014. This twelve-month period corresponds to the period for which actual data currently exists, but was estimated at the time of the 2013 Bring Down Letter.

Facility	Total Traffic (in Thousands)			Total Toll Revenue (in Thousands)		
	Estimated	Actual	Actual as Percent of Estimated	Estimated	Actual	Actual as Percent of Estimated
Passenger Cars						
Ticket and Gateway Barrier	134,773	133,651	(0.8)	\$ 450,938	\$ 455,622	1.0
Turnpike 43	12,325	12,171	(1.2)	14,803	14,803	0.0
Turnpike 66	6,974	6,784	(2.7)	9,288	9,166	(1.3)
Northeast Extension (Barrier)	5,000	5,192	3.8	3,991	4,173	4.6
Turnpike I-376	6,992	6,611	(5.5)	7,760	7,434	(4.2)
Total System	166,064	164,409	(1.0)	\$ 486,780	\$ 491,199	0.9
Commercial Vehicles						
Ticket and Gateway Barrier	20,471	20,565	0.5	\$ 347,053	\$ 346,213	(0.2)
Turnpike 43	804	908	13.0	2,814	3,134	11.4
Turnpike 66	1,042	1,036	(0.6)	4,063	4,077	0.3
Northeast Extension (Barrier)	1,019	1,062	4.2	4,199	4,368	4.0
Turnpike I-376	1,213	1,129	(6.9)	3,676	3,409	(7.3)
Total System	24,549	24,700	0.6	\$ 361,804	\$ 361,201	(0.2)
Total Vehicles						
Ticket and Gateway Barrier	155,244	154,217	(0.7)	\$ 797,991	\$ 801,835	0.5
Turnpike 43	13,128	13,079	(0.4)	17,617	17,937	1.8
Turnpike 66	8,016	7,820	(2.4)	13,351	13,244	(0.8)
Northeast Extension (Barrier)	6,018	6,254	3.9	8,190	8,541	4.3
Turnpike I-376	8,205	7,740	(5.7)	11,436	10,843	(5.2)
Total System	190,613	189,110	(0.8)	\$ 848,585	\$ 852,400	0.4

(1) These 12 months correspond to the period for which actual data exists, but was estimated at the time of CDM Smith's 2013 Bring Down Letter.

In general, estimated traffic and toll revenue tracked very well compared to actuals. On a Total System basis, actual passenger-car transactions fell short of estimates by 1.0 percent, and passenger-car toll revenue exceeded estimates by 0.9 percent. Commercial vehicle transactions exceeded estimates by 0.6 percent, and actual commercial vehicle toll revenue was 0.2 percent less than estimates. When all vehicles are considered, actual transactions fell short of estimates by 0.8 percent and toll revenue exceeded estimates by 0.4 percent.

On a facility basis, the ticket system passenger car transactions fell short of estimates by 0.8 percent and the toll revenue exceeded estimates by 1.0 percent. Actual transactions on Turnpike 43 were 1.2 percent less than forecast, but toll revenue matched the forecast. Turnpike 66 actual transactions were 2.7 percent less than forecast, and toll revenue was 1.3 percent less than forecast. This is likely due to local economic conditions and possibly a greater sensitivity to the toll increases due to more viable alternative toll-free routes in the vicinity. Actual transactions on the barrier portion of the Northeast Extension exceeded forecasts by 3.8 percent, and toll revenue was 4.6 percent greater than forecast. It appears that travel is rebounding more quickly than anticipated due to economic activity on this section of the Northeast Extension. Lastly, Turnpike I-376 transactions fell short of estimates by 5.5 percent and toll revenue was 4.2 percent less than forecast. This is likely due to local economic conditions and possibly a greater sensitivity to the toll increases due to more viable alternative toll-free routes in the vicinity.

Estimated Traffic and Gross Toll Revenue

Updated traffic and gross toll revenue impacts were developed through FY 2040-41 incorporating the following changes into the forecast. All these changes were described in previous sections.

- Actual traffic and revenue experience through January 2014 (as shown in Tables 3 and 4);
- Different annual toll rate increases in calendar year 2014 (as shown in Table 5);
- Different assumptions for the discounts and adjustments due to changes in the commercial volume discount program;
- Higher E-ZPass penetration rates associated with changes in the 2014 toll schedule (as shown in Table 6);
- Lower economic growth than anticipated in 2014, 2015, and 2016 at the time the 2013 Bring Down Letter was developed (as shown in Figure 3); and
- Toll sensitivity for commercial vehicles and passenger cars that pay with cash was increased compared to the 2013 Bring Down Letter. It is believed that the cash toll rates have increased enough since 2009 that cash patrons are more sensitive to further toll increases in future years.

Other assumptions remain unchanged from the 2013 Bring Down Letter including:

- Long range normal growth rates from 2016 through the end of the forecast period;
- Long range economic indicators; and
- Major Committed Roadway Improvements – including the phasing of the I-276/I-95 Interchange Project. It was however confirmed that the current phasing of the I-276/I-95 Interchange project is still consistent with the 2013 Bring Down Letter.

Table 8 shows the traffic and toll revenue for only the ticket system. Data for FY 2012-13 reflects a full year of actual experience and FY 2013-14 includes eight months of actual experience (through January 2014). Total toll transactions increase from 154.7 million to 238.9 million over the forecast period, an average annual increase of 1.5 percent. Gross toll revenue increases from \$752.3 million to \$3.4 billion by FY 2040-41. This amounts to an average annual increase of 5.4 percent, reflecting the impact of normal growth plus the annual rate adjustments.

The same information is shown for the barrier toll systems in Table 9. Compared to the ticket system, total annual toll transactions are estimated to grow at a slightly higher average annual rate, averaging 1.6 percent over the period shown. Total barrier revenue increases at an annual rate of 5.5 percent.

Table 10 identifies total combined transactions and gross toll revenue and also factors 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 volume discount program. At the time of the 2013 Bring Down Letter, it was assumed that the Toll Discounts and Adjustments would virtually go to zero starting in January 2014. The bulk of the adjustments were associated with the commercial vehicle volume discount program which was assumed to end in January 2014. Instead, the volume discount program was continued at a modified discount, so that a 3.0 percent discount is provided to accounts that accrue \$20,000 or more in monthly tolls. Discounts and adjustments shown in Table 10 assume no further changes to the post-paid commercial volume discount program during the forecast period. The result is that the current forecasts have a negative adjustment applied for FY 2014-15 and beyond that equals approximately 1.5 percent of the commercial vehicle gross toll revenue. In the previous forecasts the downward adjustment in toll revenue ceases in January 2014.

As shown in Table 10, total toll transactions are expected to increase from nearly 189.1 million to 293.3 million over the forecast period. This amounts to an average annual growth rate of 1.5 percent. As shown, total adjusted gross toll revenue is estimated to grow from approximately \$780.8 million in FY 2011-12 to \$3.6 billion by FY 2040-41. This reflects an average annual growth

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Table 8
Ticket System: Estimated Annual Transactions and Gross Toll Revenue (1)
Pennsylvania Turnpike

Traffic and Toll Revenue in Thousands

Fiscal Year	Annual Transactions			Annual Gross Toll Revenue		
	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles
2011-12 (2,4)	134,383	20,312	154,695	\$422,872	\$329,450	\$752,322
2012-13 (2,5)	132,901	20,266	153,168	437,059	336,199	773,258
2013-14 (3,6)	134,169	20,734	154,902	461,957	352,539	814,497
2014-15 (7)	136,806	21,294	158,100	488,235	375,538	863,774
2015-16 (7)	139,389	21,746	161,135	519,961	402,445	922,406
2016-17 (7)	141,729	22,173	163,902	555,539	431,821	987,360
2017-18 (7,8)	145,157	22,788	167,944	601,938	470,713	1,072,651
2018-19 (7)	149,147	23,498	172,645	656,798	515,661	1,172,460
2019-20 (7)	151,156	23,902	175,058	699,622	551,967	1,251,589
2020-21 (7)	153,214	24,314	177,528	742,918	588,486	1,331,404
2021-22 (7)	155,340	24,737	180,078	784,568	624,107	1,408,675
2022-23 (7)	157,508	25,166	182,674	828,615	661,832	1,490,446
2023-24 (7)	159,715	25,600	185,316	875,182	701,781	1,576,963
2024-25 (7)	161,966	26,040	188,006	924,436	744,084	1,668,520
2025-26 (7)	164,258	26,487	190,745	974,704	787,352	1,762,056
2026-27 (7)	166,610	26,946	193,556	1,022,977	829,264	1,852,241
2027-28 (7)	169,040	27,416	196,456	1,068,779	869,323	1,938,101
2028-29 (7)	171,538	27,896	199,434	1,113,564	908,800	2,022,364
2029-30 (7)	174,082	28,382	202,465	1,160,279	950,026	2,110,305
2030-31 (7)	176,667	28,874	205,542	1,209,329	993,428	2,202,756
2031-32 (7)	179,278	29,370	208,648	1,260,944	1,039,270	2,300,214
2032-33 (7)	181,929	29,871	211,801	1,314,772	1,087,807	2,402,579
2033-34 (7)	184,629	30,378	215,007	1,370,961	1,139,431	2,510,392
2034-35 (7)	187,380	30,891	218,272	1,429,649	1,193,388	2,623,037
2035-36 (7)	190,167	31,409	221,577	1,490,804	1,249,777	2,740,582
2036-37 (7)	192,994	31,933	224,927	1,554,553	1,308,703	2,863,256
2037-38 (7)	195,876	32,464	228,340	1,621,139	1,370,329	2,991,468
2038-39 (7)	198,810	33,002	231,812	1,690,654	1,434,798	3,125,452
2039-40 (7)	201,802	33,547	235,349	1,763,272	1,502,214	3,265,485
2040-41 (7)	204,836	34,102	238,938	1,839,533	1,572,798	3,412,331

- (1) Includes the transactions and toll revenue from the Gateway Plaza.
- (2) Reflects actual traffic and revenue experience.
- (3) Reflects actual experience through January 2014.
- (4) Cash tolls increased by 10% on January 1, 2012, except for Turnpike 576 where toll rates remained unchanged.
- (5) Cash tolls increased by 10% and E-ZPass tolls increased by 2% on January 6, 2013.
- (6) Cash tolls increased by 12% and E-ZPass tolls increased by 2% on January 5, 2014, except for Turnpike 576, where toll rates were unchanged.
- (7) Annual toll rate increases are assumed to be implemented at the first of each year. The percent increases are the same for cars and trucks, and for E-ZPass and cash. The percent increases range from 3.00% to 5.50%, depending upon the year. The rates for each year are listed in Table 5.
- (8) Includes impacts for I-95 Interchange Stages 0 and 1.

Table 9
Barrier System: Estimated Annual Transactions and Gross Toll Revenue
Pennsylvania Turnpike

Traffic and Toll Revenue in Thousands

Fiscal Year	Annual Transactions			Annual Gross Toll Revenue		
	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles
2011-12 (1,3)	30,577	3,815	34,392	\$32,261	\$13,196	\$45,457
2012-13 (1,4)	30,788	3,941	34,729	34,457	14,028	48,484
2013-14 (2,5)	30,813	4,169	34,981	36,096	15,249	51,345
2014-15 (6)	31,168	4,291	35,459	38,004	16,256	54,261
2015-16 (6)	31,604	4,422	36,025	40,229	17,584	57,812
2016-17 (6)	32,155	4,560	36,715	42,899	19,083	61,982
2017-18 (6)	32,703	4,685	37,388	45,737	20,637	66,375
2018-19 (6)	33,246	4,803	38,049	48,759	22,272	71,031
2019-20 (6)	33,784	4,920	38,704	51,981	24,017	75,998
2020-21 (6)	34,328	5,038	39,366	55,232	25,794	81,026
2021-22 (6)	34,882	5,158	40,040	58,371	27,560	85,931
2022-23 (6)	35,442	5,278	40,720	61,683	29,444	91,127
2023-24 (6)	36,008	5,399	41,406	65,176	31,444	96,620
2024-25 (6)	36,580	5,520	42,100	68,872	33,567	102,439
2025-26 (6)	37,159	5,642	42,802	72,671	35,751	108,422
2026-27 (6)	37,749	5,766	43,516	76,371	37,888	114,258
2027-28 (6)	38,352	5,891	44,243	79,921	39,947	119,868
2028-29 (6)	38,965	6,017	44,982	83,399	41,992	125,391
2029-30 (6)	39,585	6,142	45,727	87,020	44,139	131,159
2030-31 (6)	40,210	6,267	46,477	90,784	46,385	137,169
2031-32 (6)	40,839	6,393	47,232	94,715	48,732	143,447
2032-33 (6)	41,474	6,521	47,995	98,835	51,189	150,024
2033-34 (6)	42,115	6,649	48,765	103,124	53,761	156,885
2034-35 (6)	42,763	6,779	49,542	107,589	56,452	164,040
2035-36 (6)	43,416	6,911	50,327	112,235	59,266	171,500
2036-37 (6)	44,073	7,043	51,116	117,098	62,208	179,305
2037-38 (6)	44,734	7,177	51,911	122,210	65,286	187,496
2038-39 (6)	45,402	7,312	52,714	127,536	68,505	196,041
2039-40 (6)	46,078	7,448	53,526	133,086	71,875	204,961
2040-41 (6)	46,763	7,587	54,350	138,876	75,406	214,282

(1) Reflects actual traffic and revenue experience.

(2) Reflects actual experience through January 2014.

(3) Cash tolls increased by 10% on January 1, 2012, except for Turnpike 576 where toll rates remained unchanged.

(4) Cash tolls increased by 10% and E-ZPass tolls increased by 2% on January 6, 2013.

(5) Cash tolls increased by 12% and E-ZPass tolls increased by 2% on January 5, 2014, except for Turnpike 576, where toll rates were unchanged.

(6) Annual toll rate increases are assumed to be implemented at the first of each year. The percent increases are the same for cars and trucks, and for E-ZPass and cash. The percent increases range from 3.00% to 5.50%, depending upon the year. The rates for each year are listed in Table 5.



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Table 10
Total System: Estimated Annual Transactions and Gross Toll Revenue
Pennsylvania Turnpike

Traffic and Toll Revenue in Thousands

Fiscal Year	Annual Transactions			Annual Gross Toll Revenue			Discounts and Adjustments (8)	Adjusted Annual Gross Revenue
	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles		
2011-12 (1,3)	164,960	24,127	189,087	\$455,133	\$342,646	\$797,779	(\$16,981)	\$780,798
2012-13 (1,4)	163,690	24,207	187,897	471,516	350,226	821,742	(10,198)	811,544
2013-14 (2,5)	164,981	24,902	189,884	498,053	367,788	865,842	(5,517)	860,325
2014-15 (6)	167,974	25,585	193,559	526,239	391,795	918,034	(5,877)	912,157
2015-16 (6)	170,993	26,167	197,160	560,189	420,029	980,218	(6,300)	973,918
2016-17 (6)	173,884	26,734	200,617	598,437	450,904	1,049,341	(6,764)	1,042,577
2017-18 (6,7)	177,860	27,473	205,333	647,675	491,350	1,139,026	(7,370)	1,131,656
2018-19 (6)	182,392	28,301	210,694	705,557	537,933	1,243,490	(8,069)	1,235,421
2019-20 (6)	184,940	28,822	213,762	751,603	575,984	1,327,587	(8,640)	1,318,947
2020-21 (6)	187,542	29,352	216,894	798,150	614,280	1,412,430	(9,214)	1,403,216
2021-22 (6)	190,222	29,896	220,117	842,939	651,667	1,494,606	(9,775)	1,484,831
2022-23 (6)	192,950	30,444	223,394	890,298	691,276	1,581,574	(10,369)	1,571,205
2023-24 (6)	195,723	30,999	226,722	940,358	733,225	1,673,583	(10,998)	1,662,585
2024-25 (6)	198,546	31,560	230,106	993,308	777,651	1,770,960	(11,665)	1,759,295
2025-26 (6)	201,417	32,130	233,547	1,047,375	823,103	1,870,478	(12,347)	1,858,131
2026-27 (6)	204,359	32,712	237,072	1,099,348	867,151	1,966,499	(13,007)	1,953,492
2027-28 (6)	207,391	33,307	240,698	1,148,700	909,270	2,057,970	(13,639)	2,044,331
2028-29 (6)	210,503	33,912	244,415	1,196,963	950,792	2,147,755	(14,262)	2,133,493
2029-30 (6)	213,668	34,524	248,192	1,247,299	994,166	2,241,465	(14,912)	2,226,553
2030-31 (6)	216,877	35,141	252,019	1,300,112	1,039,812	2,339,925	(15,597)	2,324,328
2031-32 (6)	220,117	35,763	255,881	1,355,659	1,088,002	2,443,661	(16,320)	2,427,341
2032-33 (6)	223,404	36,392	259,795	1,413,607	1,138,996	2,552,603	(17,085)	2,535,518
2033-34 (6)	226,744	37,028	263,772	1,474,085	1,193,192	2,667,277	(17,898)	2,649,379
2034-35 (6)	230,143	37,671	267,814	1,537,238	1,249,840	2,787,077	(18,748)	2,768,329
2035-36 (6)	233,584	38,320	271,904	1,603,039	1,309,043	2,912,082	(19,636)	2,892,446
2036-37 (6)	237,067	38,976	276,043	1,671,651	1,370,911	3,042,562	(20,564)	3,021,998
2037-38 (6)	240,610	39,641	280,250	1,743,349	1,435,615	3,178,963	(21,534)	3,157,429
2038-39 (6)	244,212	40,314	284,526	1,818,191	1,503,303	3,321,493	(22,550)	3,298,943
2039-40 (6)	247,879	40,996	288,875	1,896,358	1,574,088	3,470,446	(23,611)	3,446,835
2040-41 (6)	251,599	41,689	293,287	1,978,409	1,648,204	3,626,612	(24,723)	3,601,889

- (1) Reflects actual traffic and revenue experience.
- (2) Reflects actual experience through January 2014.
- (3) Cash toll rates were increased by 10 percent on January 1, 2012, except for Turnpike 576, where toll rates were unchanged.
- (4) Cash tolls increased by 10% and E-ZPass tolls increased by 2% on January 6, 2013.
- (5) Cash tolls increased by 12% and E-ZPass tolls increased by 2% on January 5, 2014, except for Turnpike 576, where toll rates were unchanged.
- (6) Annual toll rate increases are assumed to be implemented at the first of each year. The percent increases are the same for cars and trucks, and for E-ZPass and cash. The percent increases range from 3.00% to 5.50% depending upon the year. The rates are listed in Table 5.
- (7) Includes impacts for I-95 Interchange Stages 0 and 1.
- (8) This reflects actual discounts and adjustments in FY 2011-12 and through December of FY 2012-13. Changes were implemented in the commercial discount program in January 2012 and 2013 to reduce the amount of the discount. In January 2014 the volume discount program was amended so that a 3.0 percent discount is provided to accounts that accrue \$20,000 or more in monthly tolls. It is assumed this policy remains in effect through FY 2040-41.

rate in gross toll revenue of 5.4 percent. Again, this includes the impact of normal growth plus annual toll rate adjustments.

Table 11 provides a comparison of the current traffic and adjusted gross toll revenue forecasts with those developed as part of the 2013 Bring Down Letter. In the current FY 2013-14, the new transaction forecasts are 0.9 percent below the previous forecast. This reflects eight months of actual data. During the same period, total adjusted gross toll revenue is 0.6 percent higher than the forecast in the 2013 Bring Down Letter. As discussed earlier, it was assumed that growth would continue to be below the old forecasts through the remainder of 2014. Only slight changes were made to growth rates for calendar year 2015. The changes in annual growth rate assumptions in transactions results in a FY 2015-16 that is 1.1 percent less than the previous forecast. The differences in transactions between the two forecasts slowly increase over time, ranging from 0.8 percent in FY 2014-15 to 1.7 percent in FY 2040-41. The slowly increasing difference over time is due to the slightly higher toll rate assumptions in the current forecast and the increased toll sensitivity for cash customers, which results in slightly more diversion over time.

The current adjusted gross toll revenue estimate is 0.6 percent greater in FY 2013-14 than previously forecast due to the increase in the toll rate schedule that was implemented in 2014 (the 2.0 percent increase in E-ZPass tolls and the 12.0 percent increase in cash tolls). This impact is carried through into FY 2014-15. The percent difference in estimated toll revenue between the two forecasts decreases until FY 2016-17. From FY 2017-18 through FY 2040-41 the current forecasted toll revenue becomes increasingly less than the previous forecast. By FY 2040-41, the current adjusted gross toll revenue forecast is 1.6 percent lower than the previous forecast.

The primary reason why the current forecasts in gross toll revenue are slightly higher than the previous forecast from FY 2013-14 through FY 2016-17, and then fall below the previous forecast, is related to the increased E-ZPass market share and its effects on the average toll rate for the Turnpike System. The average toll rate for the Turnpike System is estimated to decrease over time at a faster rate in the current forecast compared to the previous forecast. This is due to a larger shift of traffic into E-ZPass starting in FY 2013-14 due to the increased toll differential between cash and E-ZPass toll rates starting in January 2014. Cash customers pay about 39 percent more than E-ZPass customers throughout the forecast period. Since E-ZPass customers pay a lower toll rate, increased E-ZPass market share assumptions increasingly dilute the impact of the differential toll increase.

Table 11
Comparison of New Traffic and Revenue
Estimates with those from the 2013 Bring Down Letter
Pennsylvania Turnpike

Traffic and Toll Revenue in Thousands

Fiscal Year	Total Annual Transactions			Total Annual Adjusted Gross Toll Revenue		
	Current Estimates	2013 Forecast	Percent Difference	Current Estimates	2013 Forecast	Percent Difference
2011-12	189,087	189,087	0.0%	\$780,798	\$780,798	0.0%
2012-13	187,897	188,740	(0.4)	811,544	811,003	0.1
2013-14	189,884	191,597	(0.9)	860,325	854,819	0.6
2014-15	193,559	195,180	(0.8)	912,157	906,641	0.6
2015-16	197,160	199,324	(1.1)	973,918	971,106	0.3
2016-17	200,617	202,939	(1.1)	1,042,577	1,041,170	0.1
2017-18	205,333	207,830	(1.2)	1,131,656	1,131,995	(0.0)
2018-19	210,694	213,348	(1.2)	1,235,421	1,237,412	(0.2)
2019-20	213,762	216,566	(1.3)	1,318,947	1,322,954	(0.3)
2020-21	216,894	219,838	(1.3)	1,403,216	1,409,242	(0.4)
2021-22	220,117	223,187	(1.4)	1,484,831	1,492,970	(0.5)
2022-23	223,394	226,588	(1.4)	1,571,205	1,581,641	(0.7)
2023-24	226,722	230,038	(1.4)	1,662,585	1,675,520	(0.8)
2024-25	230,106	233,542	(1.5)	1,759,295	1,774,940	(0.9)
2025-26	233,547	237,098	(1.5)	1,858,131	1,876,603	(1.0)
2026-27	237,072	240,727	(1.5)	1,953,492	1,974,808	(1.1)
2027-28	240,698	244,450	(1.5)	2,044,331	2,068,477	(1.2)
2028-29	244,415	248,255	(1.5)	2,133,493	2,160,539	(1.3)
2029-30	248,192	252,119	(1.6)	2,226,553	2,256,655	(1.3)
2030-31	252,019	256,035	(1.6)	2,324,328	2,357,525	(1.4)
2031-32	255,881	259,989	(1.6)	2,427,341	2,463,535	(1.5)
2032-33	259,795	263,999	(1.6)	2,535,518	2,574,257	(1.5)
2033-34	263,772	268,071	(1.6)	2,649,379	2,689,941	(1.5)
2034-35	267,814	272,208	(1.6)	2,768,329	2,810,772	(1.5)
2035-36	271,904	276,392	(1.6)	2,892,446	2,936,822	(1.5)
2036-37	276,043	280,626	(1.6)	3,021,998	3,068,369	(1.5)
2037-38	280,250	284,929	(1.6)	3,157,429	3,205,863	(1.5)
2038-39	284,526	289,301	(1.7)	3,298,943	3,349,510	(1.5)
2039-40	288,875	293,745	(1.7)	3,446,835	3,500,255	(1.5)
2040-41	293,287	298,257	(1.7)	3,601,889	3,659,167	(1.6)



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Disclaimer

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

CDM Smith has made qualitative judgments related to several key variables in the development and analysis of the traffic and revenue forecasts 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 to 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 federal, state and local agencies, including the Pennsylvania Turnpike Commission, and some independent parties. These estimates and projections may not be indicative of actual or future values, and are therefore subject to substantial uncertainty. Future developments 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 projections contained within this report.

While CDM Smith believes that some of the projections or other forward-looking statements contained within the report are based on reasonable assumptions as of the date in 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.

Sincerely,

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

Scott A. Allaire
Vice President
CDM Smith Inc.

A handwritten signature in black ink that reads "Gary T. Quinlin".

Gary T. Quinlin
Project Manager
CDM Smith Inc.

