## Pennsylvania Turnpike Commission

### OCTOBER 2023

ALL-ELECTRONIC TOLLING



## Revenue Assurance Plan Metrics Summary





Overall Performance Summary



All Transactions



All Transactions



Summary of Unreadable License Plates



Invoices Sent by State

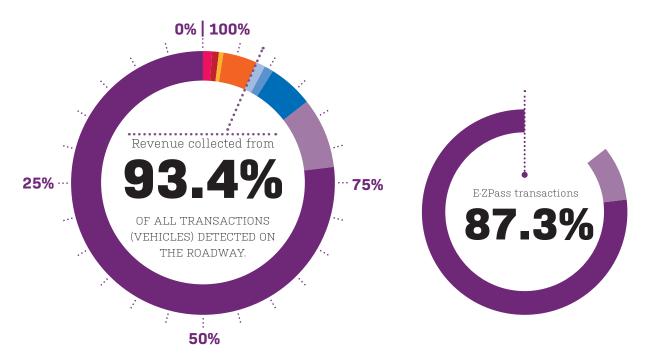


AET Collection Comparison **Reporting period:** SEP 2022-AUG 2023

**Total Transactions:** 207,795,518

Revenue estimated for paid/expected paid transactions: \$1,626,060,970

## Overall performance summary SEP 2022-AUG 2023



Percentage of all transactions within the past 12 months that were paid and expected to be paid within 150 days of the transaction being recorded.

Percentage of all transactions paid via E-ZPass, majority by transponder in the vehicle or some by license plate matched to E-ZPass customer account.

## BREAKDOWN OF NON-E-ZPASS TRANSACTIONS

#### Unbillable

**1.5% of all transactions** [11.8% of Toll By Plate transactions] Percentage of transactions that cannot be pursued, either because no license plate could be identified or because no valid address could be found for the license plate.

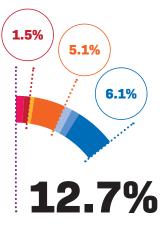
#### Uncollected

**5.1% of all transactions** [40.2% of Toll by Plate transactions] Percentage of transactions for which an invoice can be generated, but the customer does not pay within 150 days.

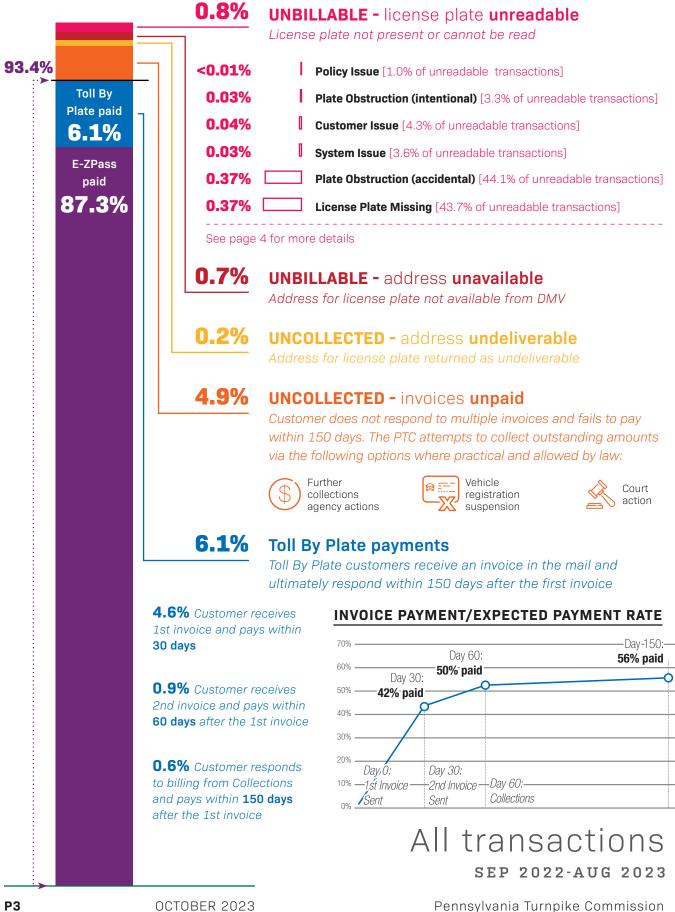
#### Paid and expected to be paid

**6.1% of all transactions** [48.0% of Toll By Plate transactions] Percentage of transactions for which an invoice can be generated and

delivered to a customer and the customer pays within 150 days.



Percentage of all transactions made by drivers that are NOT E-ZPass customers.





6.6% of all transactions recorded from September 2022 – August 2023 are expected to be unbillable or uncollected, with an estimated value of \$172 million.\*

Collection and enforcement efforts continue beyond the reporting period.

\* Higher toll rates for Toll By Plate result in higher values per transaction paid or lost.

# 93.4%

93.4% of all transactions recorded from September 2022 – August 2023 are paid or expected to be paid, with an estimated value of \$1.6 billion.\*



Pennsylvania Turnpike Commission

## Summary of unreadable license plates (0.8% of all transactions) SEP 2022-AUG 2023

Unreadable license plates represent **0.8% of all transactions**. The graphic below is a further breakdown of that 0.9% of all transactions.

## **1.0%** POLICY ISSUE [<0.01% of all transactions]

Plate belongs to non-revenue transaction per policy (e.g. emergency vehicles, maintenance trucks).

## **3.6%** SYSTEM ISSUE

**[0.03% of all transactions]** Plate cannot be identified due to limitations of technical system performance (limitations in darkness, bright conditions, focusing, etc).



## **4.3%** CUSTOMER ISSUE [0.04% of all transactions]

All other reasons connected to customer situation (such as temporary plates).

## 3.3% PLATE OBSTRUCTION (INTENTIONAL)

## [0.03% of all transactions]

Customer intentionally obscured the plate in some way (e.g. duct tape) to prevent a complete image from being captured.



## **43.7%** LICENSE PLATE MISSING [0.37% of all transactions]

Customer either did not mount the license plate or mounted it in a non-conventional location that was not detected by the camera.



License plate obscured by natural factors (e.g. mud, snow) or by human factors (e.g. trailer hitch, bike rack, personal trailer).

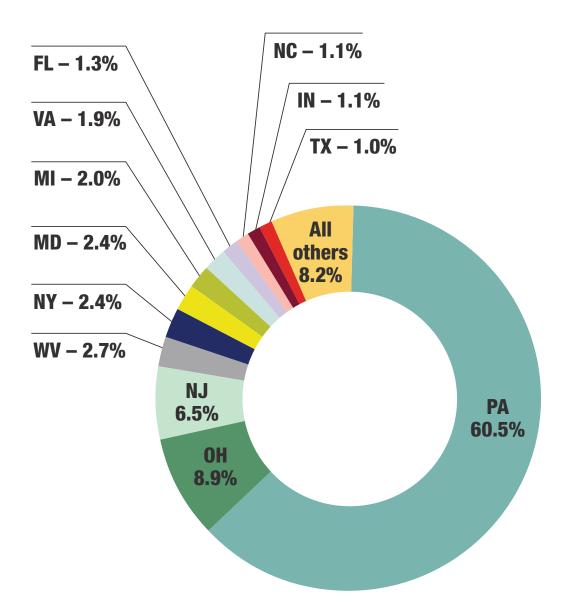




Revenue Assurance Plan METRICS SUMMARY

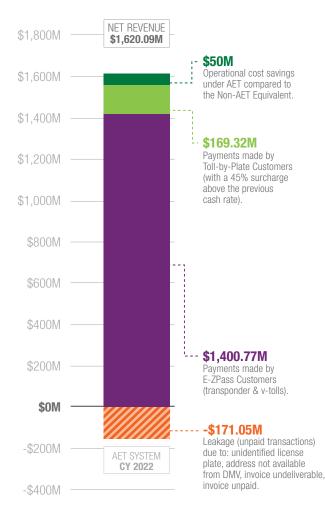
# Invoices sent by state

Identifies all states accounting for 1.0% or more of invoices over the past 12 months. Payment rates are generally similar across states.



## **Collection Comparison** AET VS. HYBRID CASH or ELECTRONIC COLLECTION SEP 2022-AUG 2023

The graphs below demonstrate the virtually identical revenue collection rates of All-Electronic Tolling actuals today and a projected collection scenario if the PTC had remained in a hybrid cash and electronic collection operation. The figures are based on calendar year 2022 and show a steady collection rate of approximately \$1.6B in both operational scenarios. The PTC conversion to AET allows for greater safety, mobility, and access while decreasing environmental impact.



## AET System 2022

## Non-AET Equivalent 2022

(based on AET and projected pre-AET data)



#### \$27.35M

Payments made by drivers who violate in a Non-AET Equivalent scenario, but who render payment as part of the violations process.

#### \$65.70M

Payments made by drivers who do NOT pay under AET, but who DO stop and pay cash when the booth is attended.

#### \$116.77M

Payments made by TBP customers under AET, who are assumed to be cash-paying customers (at the cash rate, with no surcharge).

#### \$56.83M

Cash payments made by customers who would have converted to E-ZPass if AET had been implemented

#### \$1,353.57M

Payments as E-ZPass Customers assumed to be slightly lower under Non-AET Equivalent, due to lower assumed rate in E-ZPass growth.