National Transportation Safety Board
Office of Highway Safety
Washington, DC 20594

HWY24MH013

HIGHWAY FACTORS ATTACHMENT

Pennsylvania Turnpike Commission 3-19-25 Email

(3 Pages)

From: Macchione, Thomas [redacted]
Sent: Wednesday, March 19, 2025 8:52 PM
To: Daniel Walsh [redacted]
Subject: RE: Pennsylvania Turnpike Question

Hi Dan,

My responses to your follow-up questions can be found in your email below in red.

Thanks again & hope this helps,
Tom

Tom Macchione, P.E.
Director of Traffic Engineering & Operations

Pennsylvania Turnpike Commission
700 South Eisenhower Blvd | Middletown, PA 17057
[redacted] | www.paturnpike.com

From: Daniel Walsh [redacted]
Sent: Monday, March 17, 2025 10:04 AM
To: Macchione, Thomas [redacted]
Subject: RE: Pennsylvania Turnpike Question

Good morning, Tom,

I just had a few follow-up questions that I hope you can help me with:

- How does PTC deal with customers that do not have transponders? Customers no longer have to stop at tolling points. If a customer doesn't have an E-ZPass transponder, a camera captures their license plate and a bill is mailed to the vehicle's owner.
- In addition to the reasons, you state below, is it correct that PTC went with All Electronic Tolling (AET) due to safety concerns? The PTC implemented All Electronic Tolling (AET) due to it being safer, quicker, more convenient for customers and better for the environment. AET is safer because customers no

longer have to stop or change lanes depending on their payment method.

- Does PTC have crash data that supports All Electronic Tolling (AET) is beneficial over conventional tolling lanes? Any available crash data that you can share would be very much appreciated. See below

Interchange	Pre-ORT Crash Rate (MEV)	Post-ORT Crash Rate (MEV)
Warrendale	6.71	1.95
Gateway	6.70	1.64
DRB	15.16	10.25

- Can you identify any other hazards associated with the risks of conventional tolling lanes (i.e., rear-end crashes at toll plazas, etc.)? Lane changes increase risk of sideswipe crashes, stop and go traffic increase the risk of rear end crashes, reducing the need to slow down and accelerate at conventional tolling lanes helps reduce vehicle emissions.

Thank you very much for your help.

Dan