



COMMUNICATION
Strategies for Stakeholders

**Top 5 things we do to
communicate with
elected officials,
our employees,
and the public.**

Newsletters & Other Publications

Email Blasts & Letters

Face-to-Face & Public Meetings

Talking Points

Internet & Intranet



General Updates & Information

TURNPIKE CONTINUES TO MEET BOND MARKET & ACT 44 EXPECTATIONS

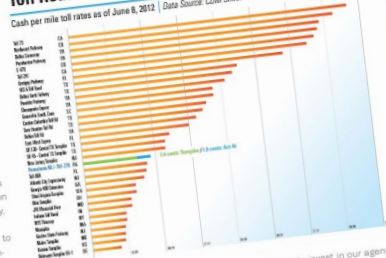
The PA Turnpike Commission's finances continue to impress the ratings agencies while meeting its financial obligations to the Commonwealth as a result of the passage of Act 44 of 2007. The PTC has provided PennDOT with \$3.625 billion in funding for highways, bridges and mass transit agencies in every county across the Commonwealth since 2007.

"Act 44 marked the first time in our history that toll dollars have been used for non-turnpike projects and there is no doubt that the statute has had an impact on our toll rates and on our agency overall," said Craig Shuyi, Acting CEO. "But the good news is that we are meeting our obligations to the state. Our toll rates remain competitive and our finances remain very healthy."

The PTC continues to earn strong marks from bond ratings agencies and our offerings are over-subscribed, which means that there is a greater

Toll Road Comparison

Cash per mile toll rates as of June 8, 2012 | Data Source: COM Simb



demand for the bonds than the PTC is offering.

"Some of the largest and most trustworthy institutional investors in the

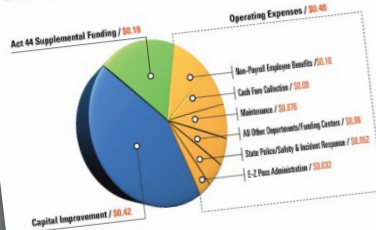
world continue to invest in our agency. We're very pleased to be able to report to our customers and the business partners that the market views this agency as a wise investment," said XXXX, (Nick) Chairman?)"

The statute mandates annual payments of \$450 million for the next 46 years. The Act 44 payments have provided \$1.95 billion for highways and bridges and \$1.625 billion for public transit.

Turnpike tolls have risen in each year since Act 44 was enacted. Still, the PTC toll rates remain competitive with other major tolling agencies around the region and nation.

At 9.3 cents per mile, the PTC rates are below the U.S. Median (12.2 cents per mile), and below the New Jersey Turnpike (11.3 cents per mile).

Where does your toll dollar go?



THE ROAD AHEAD | Page 2

MAPPING THE FUTURE INITIATIVE

While we enjoy a strong working partnership with PennDOT on several fronts, as an independent agency we are able to make significant investments in our system without unduly burdening PennDOT or taxpayers.

Over the years, the General Assembly has turned to our agency to take on major infrastructure projects to add new capacity for our Commonwealth and our agency has stepped up and delivered.

"We are looking forward to identifying more and more ways to work together and our customers and all taxpayers will benefit," said Compton. "It just makes sense

INVESTING IN BETTER ROADS

The Turnpike Commission continues to pursue an aggressive plan to invest in our Commonwealth's transportation infrastructure while becoming more efficient, transparent and accountable to our customers and stakeholders. Recent developments include:

- In late summer of 2013, we will break ground on the first stage of our I-95 Interchange Project, which will directly connect the PA Turnpike and Interstate 95. This \$1.4 billion project will complete the I-95 routing through the Mid-Atlantic region making I-95 continuous from Maine to Florida.
- We recently surpassed more than 100 miles of total reconstruction. Our Capital Improvement Program is also helping to create new capacity, a critical component of our Commonwealth's overall economic-development efforts.
- E-ZPass usage, which is far more efficient for our agency and cost-effective for our customers, is at an all time high and now accounts for approximately 72 percent of total customer transactions, a 6% increase over last year's totals. In the first quarter of 2013, more than 73,000 new E-ZPass accounts were opened, a 48% increase over the same period in 2012.
- Our transition to a cashless, All Electronic Tolling System (AET) is moving ahead and will be complete by 2015. AET is safer, more convenient for our customers, better for the environment, and more efficient for our agency.
- Our Commissioners approved the formation of a special advisory committee that will review current Turnpike policies and procedures relating to contracting and business practices at the Turnpike.



THE ROAD AHEAD | Page 3



THE ROAD AHEAD

THE PENNSYLVANIA TURNPIKE COMMISSION

SUMMER 2013

MAPPING THE FUTURE INITIATIVE IS DELIVERING SAVINGS TODAY

The Turnpike Commission and PennDOT are working together to stretch toll and tax dollars, share resources and collaborate on projects like never before through our Mapping the Future initiative, which was launched in 2011.

We are proceeding with plans to build a shared laboratory facility near Somerset, PA, with initial savings of at least \$375,000 can be expected for both PTC and PennDOT.

Our shared design standards for construction of maintenance facilities resulting in significant savings for the Turnpike Commission's facility in Somerset, PA that is currently under construction.

Additional savings will be realized with the construction of future PTC maintenance facilities in Plymouth Meeting and Boonmansville.

"When we combine efforts to manage how we purchase and store salt and brine, for instance, those savings are not a one-shot deal. Every year, our customers and all taxpayers will benefit from the savings," said CEO Mark Compton. "Both agencies are committed to looking at every facet of our operations to seek efficiencies and savings from daily maintenance to deciding on whether we need to construct a new salt dome at all."

Changes and one-time savings to date run the gamut, from sharing designs and plans for new maintenance facilities to working together to design Intelligent Transportation System (ITS) design standards to be used on all highways across the Commonwealth.

MTF highlights to date include:

The agencies have agreed to share resources at adjoining Luzerne County maintenance facilities, generating \$300,000 in costs for materials in the next four years and approximately \$1.5 million in total savings in cost avoidance, including \$1 mil-

lion for the Turnpike Commission because the agency will not have to construct a new salt dome or replace a brine-making facility.

We are proceeding with plans to build a shared laboratory facility near Somerset, PA, with initial savings of at least \$375,000 can be expected for both PTC and PennDOT.

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Additional savings will be realized with the construction of future PTC maintenance facilities in Plymouth Meeting and Boonmansville.

PennDOT and PTC are currently finalizing an agency work plan to share maintenance responsibilities along PA 576 (Findlay Connector) and PA 376. When the plan is approved, PennDOT will assume winter maintenance responsibilities along PA 576 and PTC will provide summer maintenance activities along PA 576 and will assume mowing responsibilities along portions of PA 376. This will allow for more efficient snow removal during winter storm events because PennDOT's maintenance personnel are located closer to PA 576.

(continued on page 3)

For more information contact:
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www.paturnpike.com/GetToKnowUs





As the General Assembly meets to consider proposals to fund Pennsylvania's transportation infrastructure, several lawmakers have contacted my office for information about the Turnpike Commission's efforts to operate more efficiently and to increase accountability and transparency. On behalf of our entire team, I am happy to provide the following updates:

- Our joint "Mapping the Future" initiative with PennDOT has generated \$7 million in savings for our agency.
- We recently surpassed more than 100 miles of total reconstruction. Our Capital Improvement Program is also helping to create new capacity — a critical component of our Commonwealth's economic development efforts.
- We have completed approximately 50 miles of the Mon-Fayette Expressway and Southern Beltway projects in Southwestern PA in the last decade.
- We continue to meet the financial obligations of Act 44 of 2007, which requires the Commission to transfer \$450 million annually to PennDOT for off-Turnpike road, bridge and transit projects around the Commonwealth — \$3.85 billion to date.
- E-ZPass usage, which is far more efficient for our agency and cost-effective for our customers, is at an all-time high and now accounts for approximately 72 percent of total customer transactions — a 6 percent increase over last year.
- In the first quarter of 2013, more than 73,000 new E-ZPass accounts were opened, a 48 percent increase over the same period in 2012.
- Our transition to a cashless, All-Electronic Tolling System (AET) is moving ahead and will be complete by 2018. AET is safer, more convenient for our customers, better for the environment, and more efficient for our agency.
- We continue our review of current and expired contracts with companies that were named in the Attorney General's presentment.
- Staff is reviewing contracts with companies that were mentioned in testimony cited in the presentment, scheduled to commence this summer.
- The Commission has approved the formation of a special advisory committee that will review current Turnpike policies and procedures relating to contracting and business practices at the Turnpike.
- We are working on tightening controls on access gate security and non-revenue travel on the Turnpike.

I recognize that we have more work to do, but we have made significant progress in virtually every facet of our operations. I would be happy to provide additional information or answer any questions regarding our efforts to improve our operations and regain the trust of our customers, business partners and stakeholders.

WEEKLY
Emails from CEO



EXECUTIVE BRIEFING

SPRING 2013

PROJECT	STATUS
Six-Lane W	✓
Second Le	✓
Keyser A	✓
Mid-Cou	✓
Beaver (Jame	✓
Amos (Gree	✓
Mor	✓
Mc	✓
M	✓
T	🟡
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RUNNING A SAFE...

- From its inception running a safe,
- Our customers 526,000 motor roadway open
 - Our main nearly 8 through
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EXECUTIVE
Briefing

FAST FACTS
 Distributed to lawmakers.
 Updated annually.

Fast Facts

Length of Turnpike
 Delaware River to Ohio
 303 miles
 110 miles
 80 miles

Number of Maintenance Facilities
 Maintenance Buildings: 12
 Tunnels: 5
 Total Maintenance Facilities: 27

Average Traffic Volume
 Total Vehicles per Calendar Year (2011): 192,581,742
 Vehicles per Day (2011): 526,990
 Commercial Vehicles per Day (2011): 2,401,500
 Vehicles in 2011 (From a Year of Operation): 6,575
 Average System-Wide Vehicles per Day (2011): 87.7%

Traffic Composition
 Passenger Vehicles: 87.7%
 Commercial Vehicles (Truck/Bus): 12.3%

Employee Breakdown
 Non-Union: 698
 Commercial Vehicles (Truck/Bus): 622
 Total Employees: 1,320

Number of Service Places
 Delaware River to Ohio State Line: 15
 Northwestern Extension: 2
 Total Service Places: 17

Turnpike History
 • Original 100-mile PA Turnpike from Middletown to Vroomville built in two years (1936-1938).
 • Designed from a national point-of-view, the Turnpike was considered an engineering marvel.
 • It recast the Pennsylvania Turnpike system 15 years later with features and standards that have become the industry standard.
 • Limited Access, One-Off at Selected Interchanges Only
 • No Cross Streets, Signs, Signs, Road Lights
 • All Roadways within Under or Over Turnpike
 • No Spurred Lanes (Shoulders)
 • Grand Opening of the "Turnpike Highway" was held on Oct. 1, 1948
 • People came from all over and walked down to be the first to drive on the Turnpike.
 • The Original "Pie" Festival:
 - 11 Pie Places and 11 Service Stations
 - 200 Stripes and Five Turners

Total Reconstruction

Year	Total Miles	Location	Total Cost	Total Lanes
2010	9.23 miles	Milepost 64 - 73	\$ 33 million	4
2009	11.09 miles	Milepost 108 - 109	\$ 38 million	4
2008	9.83 miles	Milepost 75 - 85	\$ 18 million	4
2007	1.78 miles	Milepost 38 - 40	\$ 14 million	4
2006	9.08 miles	Milepost 91 - 94	\$ 14 million	4
2005	12.53 miles	Milepost 109 - 121	\$ 28 million	6
2004	2.93 miles	Milepost 231 - 233	\$ 46 million	6
2003	5.26 miles	Milepost 124 - 128	\$ 105 million	6
2002	5.33 miles	Milepost 246 - 247	\$ 775 million	6
2001	5.33 miles	Milepost 335 - 337	\$ 775 million	6
2000	9.29 miles	Milepost 45 - 50	\$ 275 million	6
1999	1.51 miles	Milepost 67 - 75	\$ 171 million	6
1998	1.73 miles	Milepost 11 - 18	\$ 58 million	6
1997	6.42 miles	Milepost 219 - 220	\$ 28 million	4
1996	6.51 miles	Milepost 219 - 220	\$ 28 million	4
1995	6.41 miles	Milepost 275 - 276	\$ 102 million	6
1994	1.81 miles	Milepost 275 - 276	\$ 7.60 million	6

Technical Data

Turnpike Tunnels
 (Turnpike PI, 2011, 479)

Length	Area
6,070 ft	38,918
5,208 ft	31,549
4,727 ft	21,739
4,461 ft	29,727
4,339 ft	21,739

Major Bridges

Length	Area
6,971 ft	38,918
4,507 ft	30,961
2,907 ft	28,962
2,190 ft	1,700
1,700 ft	7,930
1,607 ft	1,540
1,404 ft	28,727
1,413 ft	1,413
1,208 ft	1,208
1,071 ft	1,071

Financial Data

Net Annual Toll Revenue
 (After Factor Fee)

June 1, 2011 - May 31, 2011	\$78.9 million
June 1, 2010 - May 31, 2010	\$79.3 million
June 1, 2009 - May 31, 2009	\$83.8 million
June 1, 2008 - May 31, 2008	\$89.5 million

Net Toll Contribution

Passenger Vehicles	97%
Commercial Vehicles	6%

Toll Increase History (E-2Pass)

Year	Revenue Increase	Revenue per Vehicle
October 1, 2009	37%	6%
September 1, 2009	37%	6%
August 1, 2009	37%	6%
July 1, 2009	37%	6%
June 1, 2009	37%	6%
May 1, 2009	37%	6%
April 1, 2009	37%	6%
March 1, 2009	37%	6%
February 1, 2009	37%	6%
January 1, 2009	37%	6%
December 1, 2008	37%	6%
November 1, 2008	37%	6%
October 1, 2008	37%	6%

EZPass Growth

Year	E-ZPass Accounts Opened per Year	E-ZPass Transactions per Vehicle per Month	% of Total Transactions	E-ZPass Revenue per Year	% of Total Revenue
2003	22,823	55.6	37%	\$135.2	33%
2004	96,413	66.3	42%	\$197.4	43%
2005	94,084	71.1	48%	\$202.2	50%
2006	96,290	84.0	50%	\$255.0	59%
2007	104,078	92.9	55%	\$300.3	67%
2008	109,258	99.1	60%	\$435.7	82%
2009	116,130	105.1	62%	\$471.9	86%
2010	142,069	112.2	67%	\$503.8	92%
2011	143,730	117.3	67%	\$516.3	92%
2012	178,199	125.0	67%	\$516.3	92%

2013 Tolls

Minimum Penetration Rate:

Where to	Cash	E-2Pass	Where to	Cash	E-2Pass
New Stanton - PA	\$1.40	\$1.02	Ohio to PA	\$39.95	\$30.77
New Stanton - MD	\$1.40	\$1.02	PA to Ohio	\$33.80	\$26.71**
Northampton - PA	\$1.40	\$1.02	PA to Ohio	\$33.80	\$26.71**

Class 7 - General Use Most Common Commercial Rate:

Where to	Cash	E-2Pass	Where to	Cash	E-2Pass
New Stanton - PA	\$2.70	\$2.04	Ohio to PA	\$195.75	\$159.51
New Stanton - MD	\$2.70	\$2.04	PA to Ohio	\$183.50	\$144.73**

Emergency Call Boxes

Bright yellow call boxes, with the word "HELP" in large red letters, are located at one-mile intervals along both sides of the PA Turnpike. The call boxes give motorists or disabled motorists a direct link to the Turnpike's Traffic Operation Center in Harrisburg, Pennsylvania.

Within seconds of pressing the call box button, a signal light within seconds of pressing the call box button, a signal light and alarm tone indicates message was received and help is on the way.

State Farm Safety Patrol

The State Farm Safety Patrol utilizes a fleet of dedicated vehicles operated solely by PA Turnpike personnel to provide First Responder services to motorists on the PA Turnpike.

State Farm Insurance and the PA Turnpike Commission are proud to offer this service to all motorists traveling on the PA Turnpike.

- What Does State Farm Safety Patrol Do - Travel the Turnpike looking for stranded motorists, debris on the road, traffic accidents or other incidents.
- Hours of Operation - 24 hours/day, 365 days/year
- Cost to Motorist - No charge for this service
- Where to Call for Help - Dial *11 from mobile phone
- What Areas are Covered - Each vehicle covers an assigned section on the Turnpike between 20-25 miles

Fast Facts

Pennsylvania Turnpike Commission

William K. Liebermann
 Chairman

A. Michael Pratt
 Vice-Chairman

Paulaanne T. Beall, Sr.
 Secretary-Treasurer

Berry J. Schuch
 PennDOT Secretary

Pennsylvania Turnpike Commission
 P.O. Box 67076 / Harrisburg, PA 17106-7076
 (717) 929-9351
 www.paturnpike.com
 6/2013



**TOTAL
Reconstruction**

Pennsylvania Turnpike Statewide Total Reconstruction Initiative

CONST. COMPLETED - 102 MILES

- 1 Milepost 0 - 10 This project was completed in 2009 for \$105 million.
- 4 Milepost 31 - 34 This project was completed in 2012 for \$131 million.
- 5 Milepost 38 - 40 This project was completed in 2005 for \$18 million.
- 7 Milepost 48 - 50 This project was completed in 2010 for \$205 million.
- 10 Milepost 67 - 75 This project was completed in 2011 for \$175 million.
- 11 Milepost 75 - 85 This project was completed in 2002 for \$75 million.
- 12 Milepost 85 - 94 This project was completed in 2005 for \$74 million.
- 13 Milepost 94 - 99 This project was completed in 2000 for \$31 million.
- 15 Milepost 109 - 121 This project was completed in 2005 for \$74 million.
- 16 Milepost 124 - 128 This project was completed in 2008 for \$40 million.
- 21 Milepost 180 - 195 This project was completed in 2001 for \$58 million.

- 25 Milepost 210 - 215 This project was completed in 2009 for \$76 million.
- 26 Milepost 215 - 220 This project was completed in 2012 for \$51 million.
- 29 Milepost 245 - 247 This project was completed in 2008 for \$155 million.
- 33 Milepost 319 - 320 This project was completed in 2012 for \$48 million.
- 35 Milepost 328 - 331 This project was completed in 2008 for \$172 million.
- 36 Milepost 331 - 333 This project was completed in 2006 for \$28 million.
- 45 Milepost A73.50 - A75.30 This project was completed in 2012 for \$102 million.

UNDER CONST. - 8 MILES

- 22 Milepost 199 - 202 This six-lane widening project is a part of the Carlisle corridor including reconstruction of interchange 201 and a substandard curve realignment and will be completed by summer of 2013 for \$35 million.
- 38 Milepost A20 - A26 This six-lane widening project in the first reconstruction and widening on the Northeast Extension and will be completed by fall of 2013 for \$151 million.

IN DESIGN - 155 MILES

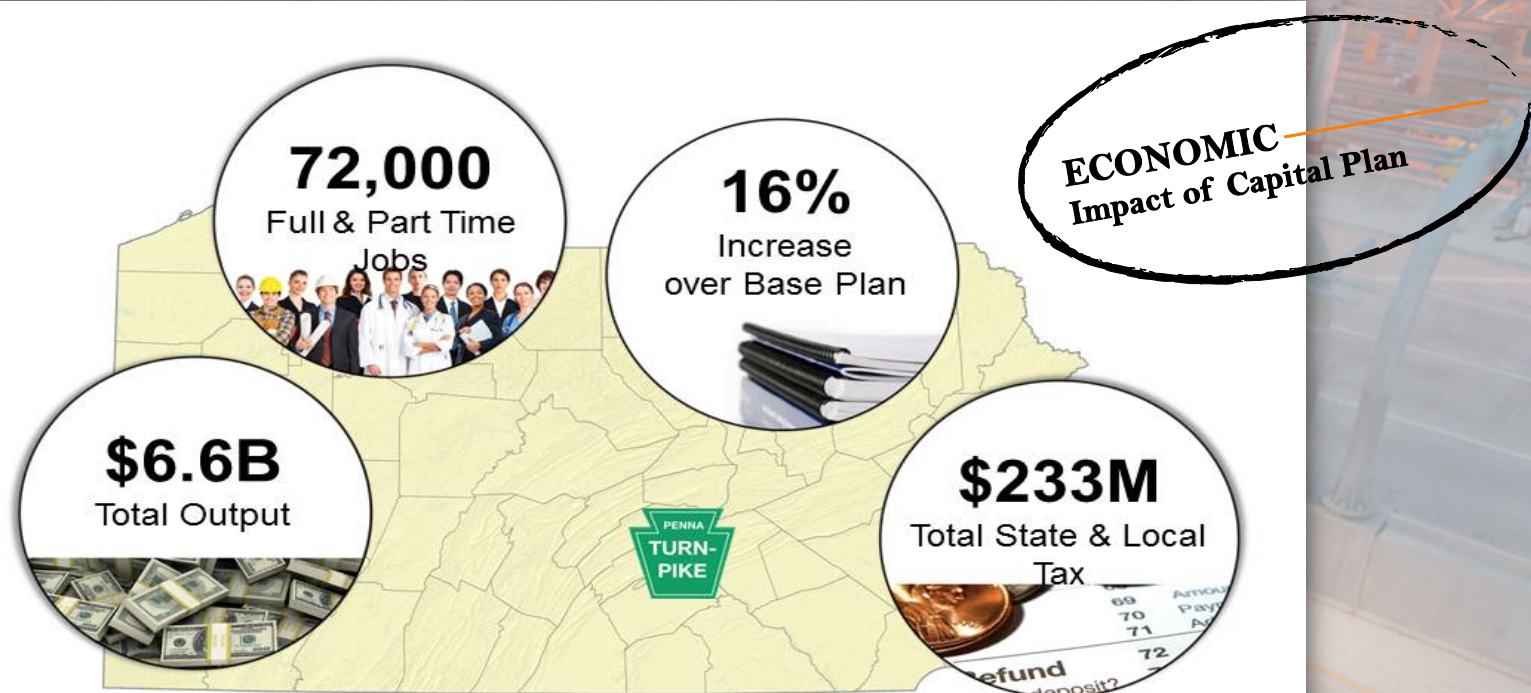
- 2 Milepost 17 - 14 Design of this six-lane widening project will be completed by 2016 and includes the Beaver River Bridge. Construction cost estimated is \$150 million.
- 3 Milepost 20 - 31 Design of this six-lane widening project from the Cranberry Interchange at MP 28 to the Warrendale Toll Plaza at MP 31 will be completed by 2016.
- 6 Milepost 40 - 48 Design of this six-lane widening project from Interchange 39 to the Allegheny River Bridge will be completed by 2014. Construction cost estimated is \$200 million.
- 8 Milepost 50 - 57 Design of this six-lane widening project from the Allegheny River Bridge to Interchange 42 will be completed by 2017.
- 9 Milepost 57 - 67 Design of this six-lane widening project from Interchange 57 to interchange 67 will be completed by 2016.
- 14 Milepost 99 - 109 Design of this six-lane widening project will be completed by 2016. Construction cost estimated is \$160 million.
- 17 This design includes several projects including, the removal of the New Baltimore Landslide, the reconstruction of 3 westbound and 2 eastbound lanes with an increased median from MP 125-129 and a six-lane widening from 129-133.5. Construction cost estimated is \$164 million.
- 18 Milepost 149.5 - 155.5 Design of this six-lane widening project will be completed by 2015. Construction cost estimated is \$150 million.
- 19 Milepost 155.5 - 182 Design of this six-lane widening project will be completed by 2018.
- 20 Milepost 180 - 185 Design of this six-lane widening project from Interchange 180 to the Tuscarora Tunnel will be completed by 2017. Construction cost estimated is \$150 million.
- 23 Milepost 202 - 206 Design of this six-lane widening project is a part of the Carlisle corridor and will be completed by 2014. Construction cost estimated is \$42 million.
- 24 Milepost 206 - 210 Design of this six-lane widening project is a part of the Carlisle corridor and will be completed by 2012. Construction cost estimated is \$72 million.
- 27 Milepost 220 - 227 Design of this six-lane widening project from MP 220 to Interchange 227 is a part of the Carlisle corridor and will be completed by 2018. Construction cost estimated is \$121 million.
- 28 Milepost 242 - 245 Design of this six-lane widening project from Interchange 242 to the Susquehanna River Bridge will be completed by 2013. Construction cost estimated is \$70 million.
- 30 Milepost 250 - 252 Design of this six-lane widening project will be completed by 2014 and includes the Swetara Creek Bridge. Construction cost estimated is \$45 million.
- 31 Milepost 298 - 312 Design of this six-lane widening project from Interchange 298 to Interchange 312 will be completed by 2017.
- 32 Milepost 312 - 319 Design of this six-lane widening project including Interchange 312 will be completed by 2016. Construction cost estimated is \$210 million.
- 34 Milepost 320 - 326 Design of this six-lane widening project from MP 320 to Interchange 326 will be completed by 2012. Construction cost estimated is \$245 million.
- 37 Milepost 351 - 359 Design of this six-lane widening project includes the I-81-276 Interchange and the Delaware River Bridge. Construction cost estimated is \$1.4 billion.
- 39 Milepost A26 - A31 Design of this six-lane widening project including Interchange A31 will be completed by 2013. Construction cost estimated is \$176 million.
- 40 Milepost A31 - A38 Design of this six-lane widening project will be completed by 2017. Construction cost estimated is \$195 million.
- 41 Milepost A38 - A44 Design of this six-lane widening project will be completed by 2017. Construction cost estimated is \$170 million.
- 42 Milepost A44 - A46 Design of this six-lane widening project will be completed in 2018. Construction cost estimated is \$115 million.
- 43 Milepost A48 - A51 Design of this six-lane widening project will be completed in 2018. Construction cost estimated is \$115 million.
- 44 Milepost A53 - A57 Design of this six-lane widening project will be completed in 2018. Construction cost estimated is \$115 million.
- 46 Milepost A88 - A89 This four-lane project is the reconstruction of the Hawk Falls Bridge which includes the option to expand to six lanes and it will be completed by 2013. Construction cost estimated is \$70 million.



LEGEND
■ CONSTRUCTION COMPLETED ■ UNDER CONSTRUCTION ■ IN DESIGN

AS OF DECEMBER 2012





\$3.6 BILLION
ENHANCED CAPITAL PLAN
FY2012 to FY2015

PUBLIC
Design Meeting



FACE-to-FACE
with Employees





Moving Forward in the Face of Scandal

FACING
Controversy Head On

INVESTIGATION
NO. 1

33rd Statewide
Investigating Grand Jury

FACING
Controversy Head On

**Understanding the Pennsylvania Turnpike
pay-to-play scandal**

Pennlive.com 3/14/13

Stop, take bride, pay toll, award contract

Philly.com 3/14/13

Charges filed against 8 in Pa. turnpike probe

Pittsburgh Gazette 3/14/13

FACING
Controversy Head On



LETTERS
from the CEO



April 23, 2013

Dear Representative,

I welcome the opportunity to work with the General Assembly to further reform and enhance operations at the Pennsylvania Turnpike Commission. In fact, we have been improving our business practices for the past two years and have launched additional aggressive reforms in light of the serious allegations in the grand jury presentation. While constructive criticism and reform-minded input from state lawmakers is always appreciated, I must take exception to statements made during an April 17 news conference at the State Capitol that used the presentation as a basis to condemn the entire Turnpike operation as corrupt and mismanaged. These statements simply are not true. Worse, they vilify the dedicated men and women who work every day to make the Turnpike a safe, efficient toll highway.

It is important to remember that the Attorney General charged a handful of former employees with misconduct — employees who quit or were fired years ago. In the two months I've served as CEO, I have learned first-hand that the misconduct of a few definitely does not personify the decency of our staff. Like me, most Turnpike employees are quite frankly, appalled by this alleged behavior. So to be painted with the same broad brush is unfair. I am not writing today to endorse or reject any legislative proposal. At this time, my top professional priority is to ensure that the Pennsylvania Turnpike is conducting business in an efficient and appropriate manner. This must be accomplished whether or not the Turnpike Commission remains independent. To that end, we are taking steps to ensure accountability, including:

- Reviewing every professional-services contract listed in the grand jury's presentation in addition to reviewing other significant agreements executed over the last eight years.
- Ensuring that every member of our workforce as well as our business partners have read and understand our professional code of conduct.
- Convening a special advisory group to review and critique current policies and procedures to see where continued improvements can be made.

Furthermore, it's appropriate to point out that PennDOT and the Turnpike are working closer today than at any point in the history of these agencies. In 2011, we launched an unprecedented effort called "Mapping the Future" to enhance cooperation and increase efficiency. We are collaborating on design and construction standards, conducting joint training programs, developing ways to cut annually recurring costs, and sharing maintenance facilities, equipment and supplies. This effort has already helped save millions of dollars, and it's just the beginning of an enduring partnership.

I would welcome an opportunity to meet with you, at your convenience, to provide an update on these reform measures and other steps we are taking to regain the public's trust. As Turnpike CEO, I am accountable when it comes to the performance of this organization; if you have concerns regarding our operation, I hope you will contact me directly. I look forward to working with state lawmakers to improve the Pennsylvania Turnpike. Thank you for your time and interest.

Mark P. Compton, CEO



Inter-Governmental Relations







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TALKING POINTS FOR AP INTERVIEW

A few general observations:

In general, we recommend that you lead with those points in the **new statement** that you'll provide to Marc Levy so we won't repeat them here. Other than one key point: We said last week and we meant it: **we will continue cooperating.**

In this memo, we've tried to provide points that are specific to hiring and procurement – without getting too far into the weeds on the nuts and bolts of the review process.

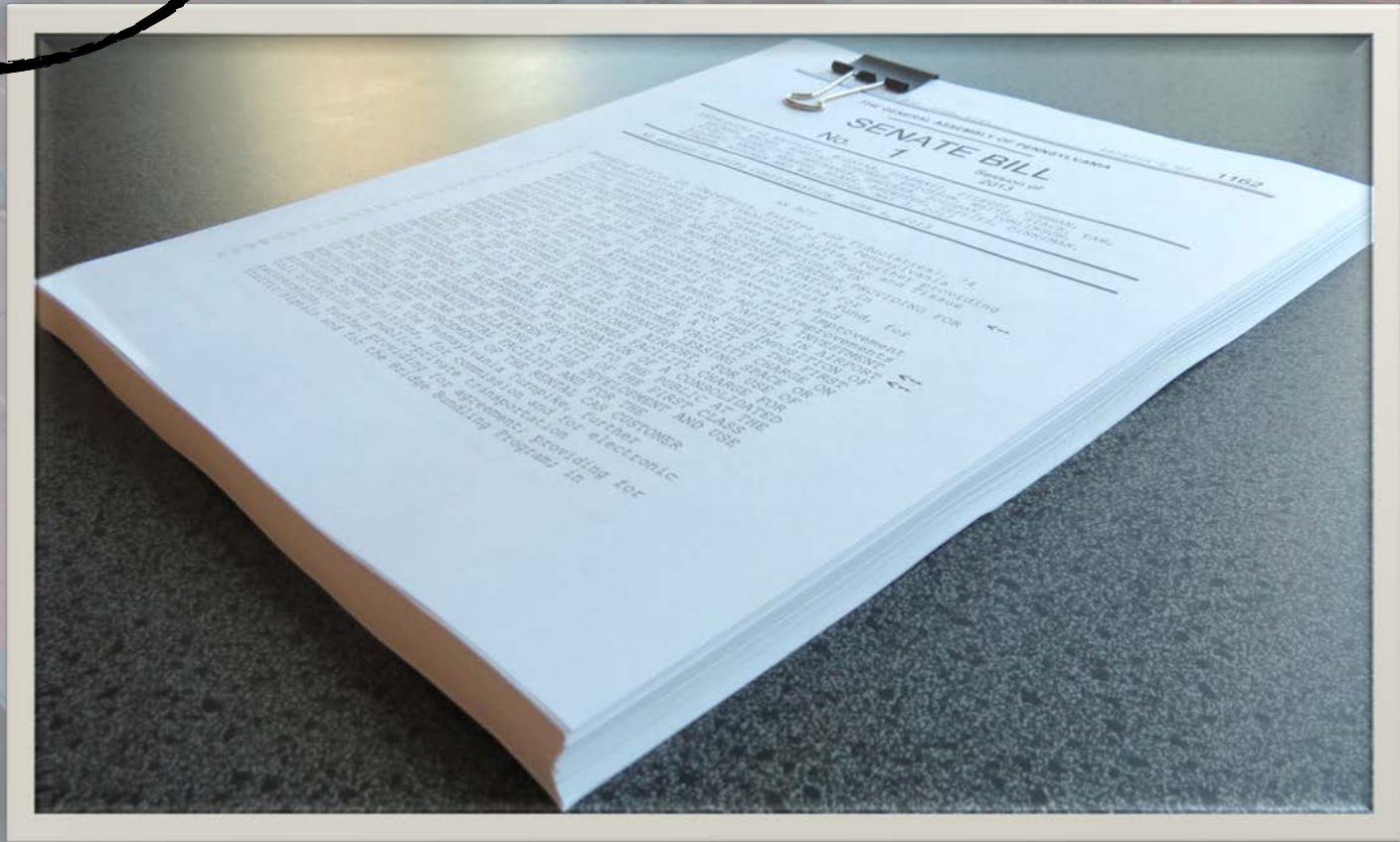
Craig can take Marc Levy through the process – since he was at PTC when changes were made. Marc is not likely to report on the details but it is important that he understand that there is a rigorous process in place – one that reflects the reform effort that was launched two years ago.

Please remember that the interview is on the record. Every quote is fair game. If Marc asks to go 'off the record' at any point, we recommend that you decline. 'Off the record' is merely an excuse for reporter to take a rumor and try to find others to confirm as fact and that is not going to help.

On Contract Awards

- In the past two years, this agency has made several procedural changes to the way we review responses to RFPs, RFIs, and RFQs – all proposals for professional services.
- These changes predate my arrival so Craig is here to help go through the nuts and bolts of the new process we have in place.
- But, again, there will be no 60-40 split, no R or D scorecard. I have not seen any evidence of such a split.
- **I am not going to argue with the OAG or the grand jury report and I am asking you very specifically to note that in your article.**

**SENATE
Bill 1**



PA TRANSPORTATION
Funding

Corbett pushes for transportation funding

Philly CBS 5/31/13

Pa. Senate approves \$1.8B transportation funding measure

Philly CBS 6/5/13

House panel questions PennDOT Secretary about transportation funding plans

Pennlive.com 6/12/13



All Electronic Tolling (AET)



All-Electronic Tolling Key Messages (Elevator Speeches)
DRAFT - February 19, 2013

All-Electronic Tolling – What does it mean?

We're going cashless. The Turnpike Commission is committed to converting to a cashless, nonstop AET system by 2018 because it makes sense for our customers and the agency. It is safer, quicker, more convenient for customers, and better for the environment. Cashless tolling already saves money -- E-ZPass is 25 percent less than cash today and E-ZPass will always be the most affordable way to use the system. AET is also more efficient for the agency so we can make better use of toll dollars. We have a lot of work to do and some hurdles to clear but we're committed to working with our Customers to get there.

What about the employees?

We know going cashless will have a tremendous impact on our workforce, and we're developing plans to assist employees through a challenging transition by focusing on two core areas: retention and retraining. While we can make no guarantees, we plan to offer employees options including the opportunity to be retrained and placed in other positions here or elsewhere. We have established a committee of turnpike employees to focus on addressing these concerns, and we will continue working with our coworkers throughout this five-year process.

AET
Key Messages



An Overview

March 2013

The Pennsylvania Turnpike Commission is committed to converting to a cashless, nonstop All-Electronic Tolling (AET) system in the next five years for many reasons, including:

- Improved mobility – reduced travel times
- Customer convenience – no stopping to pay tolls
- Enhanced safety – reduced number of crashes on barrier-free highways
- Cleaner environment – reduced auto emissions
- Operational efficiencies – better use of toll dollars
- Minimizes impact to adjacent properties

Under any cashless system:

- Motorists pay tolls without stopping at tollbooths
- All vehicle types are able to use the system
- Motorists who prefer not to enroll in E-ZPass would still be able to use the Turnpike
- E-ZPass will continue to be the most cost affordable way to travel the system with a current discount of about 25 percent less, on average, than those using cash
- All customers will have access to E-ZPass only interchanges as well as new access points that may be added in the future

Without a doubt, converting to a cashless, nonstop tolling system will have a major impact on our workforce, and our top priority is to help employees manage this transition. The PTC looks forward to working with our legislature, customers, employees and stakeholders through the transition.

Our mission is to responsibly operate and manage a safe, reliable and efficient toll-road system, serve as a transportation services leader, and foster innovation to better serve our customers. The AET initiative reflects our commitment to that mission. To learn more about AET and our ongoing efforts to modernize operations, please visit www.paturnpike.com/aet.

Timeline



* Target Dates



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Traffic Alerts: Off PA Turnpike event I-76 at Carlisle - Carlisle Car Show (MP 226.5)

Today is **21** JUNE, 2013

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BETTER HIGHWAY, BETTER SERVICE

AIM
All Ideas Matter
Our AIM is to build a better Turnpike. Share your idea for safety & innovation with the CEO.
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The PTC is pleased to announce the coming of new Cisco IP Phones and integrated desktop collaboration clients.
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- Old York Road Bridge in Fairview Township to Close for Six Months on April 8
- PA Turnpike CEO Announces Additional Reforms to Operations
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