

Our Mission:

To operate and manage a safe, reliable, cost effective and valued toll road system.



Pennsylvania Turnpike Commission

America's First Superhighway

FAXED
AUG 13 2008
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August 4, 2008

The Honorable John E. Peterson
U.S. House of Representatives
1524 West College Avenue
State College, PA 16801-2785

Dear Representative Peterson:

As you may be aware, under Act 44 of 2007 the Commonwealth of Pennsylvania established a comprehensive program for increased transportation funding for highways, bridges, and public transit throughout the state. Act 44 assigned a major role to the Pennsylvania Turnpike Commission (PTC) by directing this agency, along with the cooperation of PennDOT, to apply to the federal government for permission to toll Interstate 80 as part of a federal pilot program to reconstruct and maintain interstate highways. This application process was initiated in October of last year, and the Federal Highway Administration (FHWA) requested more detailed information concerning the proposal. I am pleased to report to you that an amended application was submitted to FHWA on July 22, 2008, by the PTC and PennDOT. Improvements to I-80 are a key element in Pennsylvania's application to the federal government in their consideration for permitting the tolling of this important interstate.

Under this projected plan and pursuant to Act 44 of 2007, the Pennsylvania Turnpike Commission would quadruple the current annual investment in Interstate 80 resulting in a \$2.5 billion investment in the first decade of implementation. The capital improvement plan for I-80 will replace 60 bridges including those with less than 15' of underclearance, construct two interchanges with I-99, make significant safety and other improvements to 60% of existing interchanges along the interstate corridor, and replace or resurface 80% of the total 311 miles of roadway.

I hope you will take the time to review the enclosed I-80 capital improvement plan brochure for additional details. I think we can all agree that, if tolls are permitted on I-80, the entire corridor should be significantly improved. This proposal would provide the necessary capital investment for decades to come to maintain the vitality of this important roadway. In addition, this plan would allow PennDOT to redirect valuable financial resources presently being devoted to I-80 to other transportation projects within the corridor and throughout the Commonwealth. I know that this is a challenging issue, but I look forward to working with you along the way.

Sincerely,

A handwritten signature in black ink, appearing to read "John T. Martino".

John T. Martino
Director of Government Affairs



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