



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA TURNPIKE COMMISSION
HARRISBURG PA 17106-7676

JOSEPH G. BRIMMEIER
CHIEF EXECUTIVE OFFICER

May 28, 2009

The Honorable Joseph F. Markosek
House of Representatives
314 Irvis Office Building
P.O. Box 202025
Harrisburg, PA 17120-2025

The Honorable Richard A. Geist
House of Representatives
147 Main Capitol
Harrisburg, PA 17120

The Honorable Robert C. Wonderling
Senate of Pennsylvania
281 Main Capitol Building
Harrisburg, PA 17120-3023

The Honorable J. Barry Stout
Senate of Pennsylvania
10 East Wing, Main Capitol Building
Harrisburg, PA 17120

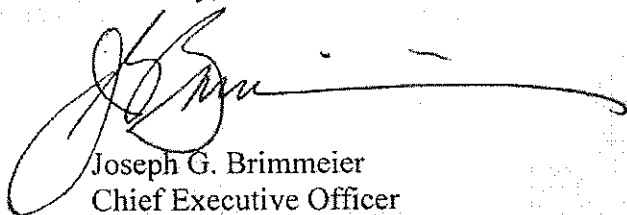
RE: Seventh Quarterly Report

Dear Gentlemen:

Attached please find the Seventh Quarterly Report for the period ending April 30, 2009 with respect to the conversion of Interstate 80 to a toll facility, as required by Act 44 of 2007.

Thank you for your continuing interest in this initiative.

Sincerely,



Joseph G. Brimmeier
Chief Executive Officer

**Seventh Quarterly Report
To Transportation Committee Co-Chairs**

April 30, 2009



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**Seventh Quarterly Report to Transportation Committee Co-Chairs
April 30, 2009**

In accordance with our ongoing statutory obligation to file quarterly reports and periodic updates regarding the conversion of Interstate 80, we provide the seventh of those quarterly reports.

1. Payments in Fiscal Years 2008, 2009 and 2010 and Application Thereof

The Commission made payments to PennDOT totaling \$750 million for Fiscal Year 2008. In addition, on July 30, 2008, October 30, 2008, January 29, 2009 and April 29, 2009, the Commission made payments to PennDOT of \$212.5 million each, representing the four quarterly payments for Fiscal Year 2009, and totaling \$850 million in the aggregate. In Fiscal Year 2010, a payment of \$225 million is due on the last business day of July 2009, October 2009, January 2010 and April 2010. Of the total Fiscal Year 2010 \$900 million commitment, \$500 million will be dedicated to road and bridge projects with the remaining \$400 million to aid the state's transit agencies. All such payments are provided solely from tolls collected on the existing Turnpike system, and debt primarily secured by such tolls.

According to its latest estimates, PennDOT has improved 855 miles of state highway and preserved, rehabilitated, or replaced 389 state-owned bridges with the funds it has received thus far under Pennsylvania's Act 44.

In just the first year (Fiscal Year 2008) under Act 44, the Commission supplied \$450 million for roadway and bridge projects across Pennsylvania. Year-one funds provided through Act 44 to roadway and bridge projects in major metropolitan counties were: Allegheny County, \$43 million; Berks County, \$10.1 million; Blair County, \$3.7 million; Dauphin County, \$6.2 million; Erie County, \$6.9 million; Lackawanna County, \$4.5 million; Lancaster County, \$10.5 million; Lehigh County, \$2 million; Northampton County, \$10.4 million; and Philadelphia County, \$15 million.

Projects in metropolitan counties are not the only Act 44 beneficiaries; projects in all Pennsylvania counties, including the following northern-tier counties, received Act 44 highway and bridge funds in Fiscal Year 2008: Clearfield County, \$22.2 million; Lycoming County, \$11.5 million; Mercer County, \$4.2 million; Monroe County, \$5.1 million; and Tioga County, \$2.3 million. For a complete map listing Act 44 funding in each county, visit <http://www.paturndpike.com>.

In Fiscal Year 2008, the Commission provided \$300 million for public transit purposes statewide. Those funds have been utilized to stabilize public transportation operations across the Commonwealth and for capital projects by various transit agencies.

2. Pertinent State Legislation

Subsequent to Act 44 being signed into law on July 18, 2007, there have been various amendments proposed by members of the General Assembly that would have amended or

repealed Act 44, or put new restrictions on the operations of the Commission. These various amendments expired on December 31, 2008.

On April 22, 2009, Pennsylvania State Representative Matthew Gabler proposed an amendment to House Bill 67 that would have removed the authorization to toll I-80 that is set forth in Act 44. The amendment was ruled out of order by a vote of 106-87 on grounds that the amendment was not germane to the bill that Representative Gabler sought to amend. Therefore, the amendment was not considered on the House floor.

3. Pennsylvania House of Representatives Appropriations Committee Hearing

On February 17, 2009, at the request of the Pennsylvania House of Representatives Appropriations Committee, Commission Vice Chairman Timothy J. Carson and Chief Executive Officer Joseph G. Brimmeier appeared before the House Appropriations Committee during budget hearings. The Commission representatives provided a status report on the implementation of Act 44 and the FHWA application for the tolling of I-80, and responded to inquiries on a variety of additional matters.

4. Pertinent Federal Legislation

Congressman Glenn Thompson introduced legislation prohibiting the imposition and collection of tolls on existing interstate highways constructed using Federal funds on February 13, 2009. H.R. 1071 was referred to the House Committee on Transportation and Infrastructure and then to the House Subcommittee on Highways and Transit. There has been no other reported action on the bill.