

In the opinion of Co-Bond Counsel, interest on the 2009A Bonds is includable in gross income for purposes of federal income tax. Under the laws of the Commonwealth of Pennsylvania, as enacted and construed on the date hereof, the 2009A Bonds are exempt from Pennsylvania personal property taxes and the interest on the 2009A Bonds is exempt from Pennsylvania personal income tax and Pennsylvania corporate net income tax. For a more complete discussion see "TAX MATTERS."

\$275,000,000
PENNSYLVANIA TURNPIKE COMMISSION
TURNPIKE REVENUE BONDS, SERIES A OF 2009
(FEDERALLY TAXABLE - ISSUER SUBSIDY - BUILD AMERICA BONDS)

Dated: Date of Delivery

The Pennsylvania Turnpike Commission's (the "Commission") Turnpike Revenue Bonds, Series A of 2009 (Federally Taxable-Issuer Subsidy-Build America Bonds) (the "2009A Bonds") are being issued pursuant to Supplemental Trust Indenture No. 16 dated as of July 1, 2009 (the "Supplemental Indenture No. 16") between the Commission and U.S. Bank National Association, Philadelphia, Pennsylvania, as trustee (the "Trustee") under an Amended and Restated Trust Indenture dated as of March 1, 2001 between the Commission and the Trustee (as amended and supplemented, the "Indenture"). The 2009A Bonds will be issued in Authorized Denominations of \$1,000 and any integral multiple thereof.

The 2009A Bonds will be issued in book-entry form registered in the name of Cede & Co., the nominee of The Depository Trust Company, New York, New York ("DTC"). The payment of the principal of and premium, if any, and interest on the 2009A Bonds will be made by the Trustee directly to Cede & Co., as nominee for DTC, as registered owner of the 2009A Bonds, to be subsequently disbursed to DTC Participants and thereafter to beneficial owners of the 2009A Bonds, all as described herein. Purchasers of 2009A Bonds will not receive physical delivery of certificates representing their ownership interests in the 2009A Bonds. See "DESCRIPTION OF THE 2009A BONDS -Book Entry Only System."

The 2009A Bonds will bear interest at the rate per annum set forth below payable on December 1 and June 1 of each year, commencing December 1, 2009. The 2009A Bonds are subject to optional, mandatory and extraordinary optional redemption prior to maturity as herein described. See "DESCRIPTION OF THE 2009A BONDS - Redemption of the 2009A Bonds."

\$275,000,000 6.105% Term Bonds due December 1, 2039; Price 100%; CUSIP 709223VZ1

The Commission has designated the 2009A Bonds as "Build America Bonds" for purposes of the American Recovery and Reinvestment Act of 2009 and has elected to receive a cash subsidy from the United States Treasury equal to thirty-five percent (35%) of the interest payable on the 2009A Bonds. **THE CASH SUBSIDY FROM THE UNITED STATES TREASURY IS NOT PLEDGED AS SECURITY FOR THE 2009A BONDS. THE HOLDERS OF THE 2009A BONDS ARE NOT ENTITLED TO A TAX CREDIT AS A RESULT OF OWNERSHIP OF THE 2009A BONDS.** See "DESCRIPTION OF 2009A BONDS - Designation of 2009A Bonds as Build America Bonds" herein.

THE 2009A BONDS ARE LIMITED OBLIGATIONS OF THE COMMISSION AND SHALL NOT BE DEEMED TO BE A DEBT OF THE COMMONWEALTH OF PENNSYLVANIA (THE "COMMONWEALTH") OR A PLEDGE OF THE FAITH AND CREDIT OF THE COMMONWEALTH, BUT THE 2009A BONDS SHALL BE PAYABLE SOLELY FROM THE TRUST ESTATE (AS DEFINED HEREIN) WHICH CONSISTS PRIMARILY OF TOLLS FROM THE SYSTEM (AS DEFINED HEREIN). THE COMMONWEALTH IS NOT OBLIGATED TO LEVY OR PLEDGE ANY FORM OF TAXATION WHATEVER THEREFOR OR TO MAKE ANY APPROPRIATION FOR THE PAYMENT OF THE 2009A BONDS. THE COMMISSION HAS NO TAXING POWER.

THIS COVER PAGE CONTAINS CERTAIN INFORMATION FOR QUICK REFERENCE ONLY. IT IS NOT A SUMMARY OF THIS ISSUE. INVESTORS MUST READ THE ENTIRE OFFICIAL STATEMENT TO OBTAIN INFORMATION ESSENTIAL TO THE MAKING OF AN INFORMED INVESTMENT DECISION.

Joint Book-Running Managers

Barclays Capital

J.P. Morgan

Co-Managers

Merrill Lynch & Co.

Morgan Stanley

The 2009A Bonds are being offered when, as and if issued and accepted by the Underwriters, subject to prior sale, withdrawal or modification of the offer without notice, to certain legal matters being passed upon by Dilworth Paxson LLP, Philadelphia, Pennsylvania, and Bowman Kavulich Ltd., Philadelphia, Pennsylvania, Co-Bond Counsel, and to certain other conditions. Certain legal matters will be passed upon for the Underwriters by Thorp Reed & Armstrong, LLP, Pittsburgh, Pennsylvania, counsel for the Underwriters. Certain legal matters will be passed upon for the Commission by its Chief Counsel, Doreen A. McCall, Esquire. It is anticipated that the 2009A Bonds will be available for delivery in New York, New York on or about July 1, 2009.

The date of this Official Statement is June 22, 2009

PENNSYLVANIA TURNPIKE COMMISSION

COMMISSIONERS

ALLEN D. BIEHLER
Chairman

TIMOTHY J. CARSON
Vice Chairman

J. WILLIAM LINCOLN
Secretary/Treasurer

PASQUALE T. DEON, SR.
Commissioner

One Vacancy¹

JOSEPH G. BRIMMEIER
Chief Executive Officer

GEORGE M. HATALOWICH
Chief Operating Officer

NIKOLAUS H. GRIESHABER
Chief Financial Officer

FRANK J. KEMPF, JR.
Chief Engineer

DOREEN A. MCCALL
Chief Counsel

U. S. BANK NATIONAL ASSOCIATION
Trustee and Authenticating Agent

HOPKINS & COMPANY and NW FINANCIAL GROUP, LLC
Co-Financial Advisors

¹ On June 24, 2009, the Pennsylvania Senate unanimously confirmed A. Michael Pratt's nomination as a new Commissioner and Timothy J. Carson's and J. William Lincoln's nomination for renewed terms.
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No dealer, broker, salesman or other person has been authorized by the Commission or the Underwriters to give any information or to make any representations, other than those contained in this Official Statement, and if given or made, such other information or representations must not be relied upon as having been authorized by any or either of the foregoing. This Official Statement does not constitute an offer to sell or the solicitation of an offer to buy, nor shall there be any sale of the 2009A Bonds by any person in any jurisdiction in which it is unlawful for such person to make such offer, solicitation or sale. The information set forth herein has been obtained from the Commission and other sources which are believed to be reliable but is not guaranteed as to accuracy or completeness by, and is not to be construed as representations by, the Underwriters. The information and expressions of opinion contained herein are subject to change without notice and neither the delivery of this Official Statement nor any sale made hereunder shall, under any circumstances, create any implication that there has been no change in any of the information set forth herein since the date hereof.

The 2009A Bonds are not and will not be registered under the Securities Act of 1933, or under any state securities laws, and the Indenture has not been and will not be qualified under the Trust Indenture Act of 1939, as amended, because of available exemptions therefrom. Neither the Securities and Exchange Commission nor any federal, state, municipal, or other governmental agency will pass upon the accuracy, completeness, or adequacy of this Official Statement.

The Underwriters have provided the following sentence for inclusion in this Official Statement. The Underwriters have reviewed the information in this Official Statement in accordance with, and as part of, their responsibilities to investors under the federal securities laws as applied to the facts and circumstances of this transaction, but the Underwriters do not guarantee the accuracy or completeness of such information.

IN CONNECTION WITH THIS OFFERING, THE UNDERWRITERS MAY OVER-ALLOT OR EFFECT TRANSACTIONS THAT STABILIZE OR MAINTAIN THE MARKET PRICE OF THE 2009A BONDS AT A LEVEL ABOVE THAT WHICH MIGHT OTHERWISE PREVAIL IN THE OPEN MARKET. SUCH STABILIZING, IF COMMENCED, MAY BE DISCONTINUED AT ANY TIME.

THE ORDER AND PLACEMENT OF MATERIALS IN THIS OFFICIAL STATEMENT, INCLUDING THE APPENDICES, ARE NOT TO BE DEEMED TO BE A DETERMINATION OF RELEVANCE, MATERIALITY, OR IMPORTANCE, AND THIS OFFICIAL STATEMENT, INCLUDING THE APPENDICES, MUST BE CONSIDERED IN ITS ENTIRETY. THE OFFERING OF THE 2009A BONDS IS MADE ONLY BY MEANS OF THIS ENTIRE OFFICIAL STATEMENT.

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OFFICIAL STATEMENT

PENNSYLVANIA TURNPIKE COMMISSION

\$275,000,000

TURNPIKE REVENUE BONDS, SERIES A OF 2009 (FEDERALLY TAXABLE-ISSUER SUBSIDY-BUILD AMERICA BONDS)

INTRODUCTION

This Official Statement, which includes the cover page and the Appendices hereto, is furnished by the Pennsylvania Turnpike Commission (the "Commission") in connection with the issuance of \$275,000,000 aggregate principal amount of Pennsylvania Turnpike Commission, Turnpike Revenue Bonds, Series A of 2009 (Federally Taxable-Issuer Subsidy-Build America Bonds) (the "2009A Bonds").

All capitalized terms not otherwise defined herein shall have the same meanings ascribed to them in the definitions set forth in APPENDIX C - SUMMARIES OF CERTAIN PROVISIONS OF THE INDENTURE - DEFINITIONS OF CERTAIN TERMS. All references herein to the Enabling Acts, the 2009A Bonds, the Indenture and the Continuing Disclosure Agreement are qualified in their entirety by reference to the complete texts thereof. Copies of drafts of such documents may be obtained during the initial offering period from the principal offices of the Underwriters and thereafter, executed copies may be obtained from the U.S. Bank National Association, as trustee (the "Trustee"). All statements in this Official Statement involving matters of opinion, estimates, forecasts, projections or the like, whether or not expressly so stated, are intended as such and not as representations of fact. No representation is made that any of such statements will be realized.

The American Recovery and Reinvestment Act of 2009 (the "Recovery Act") authorizes the Commission to issue taxable bonds known as "Build America Bonds" to finance capital expenditures for which it could issue tax-exempt bonds and to elect to receive a cash subsidy payment from the federal government equal to 35% of the amount of each interest payment on such taxable bonds (the "Subsidy Payments"). **The Subsidy Payments for the 2009A Bonds will be paid to the Commission; no holders of 2009A Bonds would be entitled to a tax credit.** The receipt of the Subsidy Payments by the Commission is subject to certain requirements, including the filing of a form with the Internal Revenue Service prior to each interest payment date. The Subsidy Payments are not full faith and credit obligations of the United States of America. **The Subsidy Payments do not constitute "Revenues" under the Indenture and are not pledged to secure the 2009A Bonds.** The Commission will deposit the Subsidy Payments into its general funds and intends to apply the Subsidy Payments toward operating expenses. The Commission will covenant to comply with the requirements in the Internal Revenue Code of 1986, as amended (the "Code") for receipt of the Subsidy Payments, but such failure will not constitute an Event of Default under the Indenture.

THIS OFFICIAL STATEMENT PROVIDES CERTAIN INFORMATION CONCERNING THE 2009A BONDS AS OF THE DATE OF THE OFFICIAL STATEMENT. OWNERS AND PROSPECTIVE PURCHASERS OF THE 2009A BONDS SHOULD NOT RELY ON THIS OFFICIAL STATEMENT FOR INFORMATION CONCERNING THE 2009A BONDS ON AND AFTER ANY SUCH DATE, BUT SHOULD LOOK TO ANY REVISIONS, AMENDMENTS, SUPPLEMENTS OR SUBSTITUTIONS HEREOF FOR INFORMATION CONCERNING THE 2009A BONDS ON OR AFTER ANY SUCH DATE.

Pennsylvania Turnpike Commission

The Commission is an instrumentality of the Commonwealth of Pennsylvania (the "Commonwealth") created by the Enabling Acts (as defined below), with power to construct, operate and maintain the System (as defined below) and to perform other functions authorized by Act 44 (as defined below). Its composition, powers, duties, functions, duration and all other attributes are derived from the Enabling Acts as amended and supplemented from time to time. See APPENDIX A – THE PENNSYLVANIA TURNPIKE COMMISSION.

Indenture and Enabling Acts

The 2009A Bonds are being issued pursuant to Supplemental Trust Indenture No. 16 dated as of July 1, 2009 (the "Supplemental Indenture No. 16") between the Commission and U.S. Bank National Association (successor to First Union National Bank), as Trustee, under an Amended and Restated Trust Indenture dated as of March 1, 2001, between the Commission and the Trustee (as amended and supplemented, the "Indenture"), pursuant to and authorized by an Act of the General Assembly of Pennsylvania approved July 18, 2007, P. L. 169, No. 44 ("Act 44") and various Acts of the General Assembly approved on several dates, including the Act of May 21, 1937, P. L. 774, Act 211, the Act of May 24, 1945, P. L. 972; the Act of February 26, 1947, P. L. 17; the Act of May 23, 1951, P. L. 335; the Act of August 14, 1951, P. L. 1232; and the Act of September 30, 1985, P. L. 240, No. 61 ("Act 61") to the extent not repealed by Act 44 (collectively, the "Enabling Acts"), and the Resolution adopted by the Commission on May 19, 2009 (the "Bond Resolution").

DESCRIPTION OF THE 2009A BONDS

General

The 2009A Bonds will mature on December 1, 2039 and shall bear interest at the rate per annum as set forth on the cover of this Official Statement. The 2009A Bonds shall bear interest from and including the Dated Date thereof until payment of the principal or redemption price thereof shall have been made or provided for in accordance with the provisions thereof, whether at maturity, upon redemption or otherwise. Interest on the 2009A Bonds shall be paid on December 1 and June 1 of each year, commencing December 1, 2009 (each, an "Interest Payment Date"). Each 2009A Bond shall bear interest on overdue principal at the rate borne by the 2009A Bonds. Interest on the 2009A Bonds shall be computed on the basis of a 360-day year of twelve 30-day months.

The 2009A Bonds shall have a Series Issue Date which shall be the date of original issuance and first authentication and delivery against payment therefor; provided that if, as shown by the records of the Paying Agent, interest on the 2009A Bonds shall be in default, 2009A Bonds issued in exchange for 2009A Bonds surrendered for transfer or exchange shall have a "Dated Date" which is the same as the date to which interest has been paid in full on the 2009A Bonds or, if no interest has been paid on the 2009A Bonds, the Series Issue Date of the 2009A Bonds.

A CUSIP number has been assigned by the Committee on Uniform Securities Identification Procedures Bureau, an organization not affiliated with the Commission. The CUSIP number is being provided solely for the convenience of the holders of the 2009A Bonds. The Commission is not responsible for the selection or uses of the CUSIP number, nor is any representation made as to the

correctness or accuracy of the number on the 2009A Bonds or as referenced on the cover of this Official Statement.

Payment of Principal of and Interest on the 2009A Bonds. The principal of and redemption premium, if any, and interest on the 2009A Bonds shall be payable in any coin or currency of the United States of America which on the respective dates of payment thereof is legal tender for the payment of public and private debts. The principal of and the redemption premium, if any, on all 2009A Bonds shall be payable by check or draft at maturity or upon earlier redemption to the Persons in whose names such 2009A Bonds are registered on the Bond Register at the maturity or redemption date thereof, upon the presentation and surrender of such 2009A Bonds at the Principal Office of the Trustee or of any Paying Agent named in the 2009A Bonds.

The interest payable on each 2009A Bond on any Interest Payment Date shall be paid by the Trustee to the Person in whose name such Bond is registered on the Bond Register at the close of business on the Record Date for such interest, such payment to be made: (i) by check or draft mailed on the applicable Interest Payment Date to such Registered Owner at the address as it appears on such Bond Register or at such other address as is furnished to the Trustee in writing by such Owner or (ii) by electronic transfer in immediately available funds, if the 2009A Bonds are held by a Securities Depository, or at the written request addressed to the Trustee by any Owner of 2009A Bonds in the aggregate principal amount of not less than \$1,000,000, such request to be signed by such Owner, and containing the name of the bank (which shall be in the continental United States), its address, its ABA routing number, the name and account number to which credit shall be made and an acknowledgment by the Owner that an electronic transfer fee is payable. Any such written request must be filed with the Trustee no later than ten (10) Business Days before the applicable Record Date preceding such Interest Payment Date.

The Record Date for determining the Owner entitled to payment of interest with respect to the 2009A Bonds on any given Interest Payment Date is the 15th day of the month immediately preceding such Interest Payment Date.

Defaulted Interest with respect to any 2009A Bond shall cease to be payable to the Owner of such 2009A Bond on the relevant Record Date and shall be payable to the Owner in whose name such Bond is registered at the close of business on the Special Record Date for the payment of such Defaulted Interest, which Special Record Date shall be fixed in the following manner. The Commission shall notify the Trustee in writing of the amount of Defaulted Interest proposed to be paid on each 2009A Bond and the date of the proposed payment (which date shall be such as will enable the Trustee to comply with the next sentence hereof), and shall deposit with the Trustee at the time of such notice an amount of money equal to the aggregate amount proposed to be paid in respect of such Defaulted Interest or shall make arrangements satisfactory to the Trustee for such deposit prior to the date of the proposed payment; money deposited with the Trustee shall be held in trust for the benefit of the Owners of the 2009A Bonds entitled to such Defaulted Interest. Following receipt of such funds the Trustee shall fix a Special Record Date for the payment of such Defaulted Interest which shall be not more than 15 nor less than 10 days prior to the date of the proposed payment and not less than 10 days after the receipt by the Trustee of the notice of the proposed payment. The Trustee shall promptly notify the Commission of such Special Record Date and, in the name and at the expense of the Commission, shall cause notice of the proposed payment of such Defaulted Interest and the Special Record Date therefor to be mailed, first-class postage prepaid, to each Owner of a 2009A Bond entitled to such notice at the address of such owner as it appears on the Bond Register not less than ten (10) days prior to such Special Record Date.

So long as the 2009A Bonds are in book-entry only form, the principal and redemption price of, and interest on, such 2009A Bonds is payable by check or draft mailed or wire transferred to Cede & Co.,

as nominee for DTC and Registered Owner of the 2009A Bonds, for redistribution by DTC to its Participants and in turn to Beneficial Owners as described under "DESCRIPTION OF THE 2009A BONDS – Book Entry Only System."

Authorized Denominations. The 2009A Bonds will be issued as fully registered bonds in authorized denominations of \$1,000 and any integral multiple thereof.

Registration, Transfer and Exchange. The Trustee has been appointed Bond Registrar and as such shall keep the Bond Register at its Principal Office. The Person in whose name any 2009A Bond shall be registered on the Bond Register shall be deemed and regarded as the absolute owner of such 2009A Bond for any and all purposes, and payment of or on account of the principal or Purchase Price of and redemption premium, if any, and interest on any such 2009A Bond shall be made only to or upon the order of the Registered Owner thereof or his legal representative. All such payments shall be valid and effectual to satisfy and discharge the liability upon such 2009A Bond, including the interest thereon, to the extent of the sum or sums so paid.

Any 2009A Bond may be transferred only upon the Bond Register upon surrender thereof to the Trustee duly endorsed for transfer or accompanied by an assignment duly executed by the Registered Owner or his attorney or legal representative in such form as shall be satisfactory to the Trustee. Upon any such transfer, the Commission shall execute and the Trustee shall authenticate and deliver in exchange for such 2009A Bond a new 2009A Bond or 2009A Bonds, registered in the name of the transferee, of any Authorized Denomination and of the same maturity and series and bearing interest at the same rate.

The Trustee may charge an amount sufficient to reimburse it for any tax, fee or other governmental charge required to be paid in connection with any such transfer, registration, conversion or exchange plus such amount as the Commission deems appropriate for such transfer, registration, conversion or exchange. The Trustee shall not be required to (i) transfer or exchange any 2009A Bond during a period beginning at the opening of business fifteen (15) days before the day of the mailing of a notice of redemption of such 2009A Bond and ending at the close of business on the day of such mailing, or (ii) transfer or exchange any 2009A Bond so selected for redemption in whole or in part, or during a period beginning at the opening of business on any Record Date for such 2009A Bond and ending at the close of business on the relevant Interest Payment Date therefor. See also "DESCRIPTION OF THE 2009A BONDS - Book-Entry Only System" herein for further information regarding registration, transfer and exchange of the 2009A Bonds.

The Indenture, and all provisions thereof, are incorporated by reference in the text of the 2009A Bonds, and the 2009A Bonds provide that each Registered Owner, Beneficial Owner, Participant or Indirect Participant (as such terms are defined hereinafter) by acceptance of a 2009A Bond (including receipt of a book-entry credit evidencing an interest therein) assents to all of such provisions as an explicit and material portion of the consideration running to the Commission to induce it to issue such 2009A Bond.

Designation of 2009A Bonds as "Build America Bonds"

On February 17, 2009, the Recovery Act was signed into law. Pursuant to the Recovery Act, the Commission has elected to receive the Subsidy Payment from the United States Treasury. The Subsidy Payment for the 2009A Bonds will be paid directly to the Commission and does not constitute a full faith and credit guarantee of the United States Government but is required to be paid by the United States Treasury under the Recovery Act. **The holders of the 2009A Bonds are not entitled to a tax credit.** Any Subsidy Payment received by the Commission will be deposited into its general funds and the

Commission intends to apply the Subsidy Payments toward operating expenses. If such Subsidy Payments from the United States Treasury are reduced or eliminated as a result of amendments to the Code or the Recovery Act, the 2009A Bonds are subject to extraordinary optional redemption as described below.

Redemption of 2009A Bonds

Optional Redemption. The 2009A Bonds are subject to optional redemption by the Commission, in whole or in part, at any time, at a redemption price equal to the greater of: (1) 100% of the principal amount of the 2009A Bonds to be redeemed; and (2) the sum of the present value of the remaining scheduled payments of principal and interest to the maturity date of the 2009A Bonds to be redeemed, not including any portion of those payments of interest accrued and unpaid as of the date on which the 2009A Bonds are to be redeemed, discounted to the date on which the 2009A Bonds are to be redeemed on a semi-annual basis, assuming a 360-day year consisting of twelve 30-day months, at the Treasury Rate, plus 30 basis points; plus, in each case, accrued interest on the 2009A Bonds to be redeemed to the redemption date.

"Treasury Rate" means, as of any redemption date of the 2009A Bonds, the yield to maturity as of such redemption date of United States Treasury securities with a constant maturity (as compiled and published in the most recent Federal Reserve Statistical Release H.15(519) that has become publicly available seven Business Days prior to the redemption date (excluding inflation indexed securities) (or, if such Statistical Release is no longer published, any publicly available source of similar market data) most nearly equal to the period from the redemption date to the maturity date of the 2009A Bonds to be redeemed; provided, however, that if the period from the redemption date to such maturity date is less than one year, the weekly average yield on actually traded United States Treasury securities adjusted to a constant maturity of one year will be used.

Extraordinary Optional Redemption. The 2009A Bonds are subject to redemption prior to maturity at the option of the Commission, in whole or in part, upon the occurrence of an Extraordinary Event, at a redemption price equal to the greater of: (1) 100% of the principal amount of the 2009A Bonds to be redeemed; and (2) the sum of the present value of the remaining scheduled payments of principal and interest to the maturity date of the 2009A Bonds to be redeemed, not including any portion of those payments of interest accrued and unpaid as of the date on which the 2009A Bonds are to be redeemed, discounted to the date on which the 2009A Bonds are to be redeemed on a semi-annual basis, assuming a 360-day year consisting of twelve 30-day months, at the Treasury Rate, plus 100 basis points; plus, in each case, accrued interest on the 2009A Bonds to be redeemed to the redemption date. An "Extraordinary Event" will have occurred if Section 54AA or 6431 of the Code (as such Sections were added by Section 1531 of the Recovery Act pertaining to "Build America Bonds") is amended or repealed and such amendment or repeal would reduce or eliminate the Commission's 35% cash subsidy payment from the United States Treasury.

Limitation on Call Price. Although the 2009A Bonds are subject to optional redemption and extraordinary optional redemption at the redemption prices calculated as provided in the preceding paragraphs, under Act 44 as currently enacted, the Commission is not authorized to redeem the 2009A Bonds at a redemption price in excess of 105% of the principal amount thereof.

Partial Redemption. In the event that a portion, but not all of the 2009A Bonds are redeemed pursuant to optional redemption or extraordinary optional redemption, then the principal amount of any remaining mandatory sinking fund redemptions applicable to the 2009A Bonds shall be proportionately reduced (subject to the Trustee making such adjustments as it deems necessary to be able to effect future redemptions of the 2009A Bonds in Authorized Denominations).

Mandatory Redemption. The 2009A Bonds are subject to mandatory sinking fund redemption prior to maturity by the Commission in part on December 1 of the respective years and in the amounts set forth below, at a redemption price equal to 100% of the principal amount thereof, plus accrued interest to the redemption date:

<u>Year (December 1)</u>	<u>Principal Amount</u>
2035	\$67,245,000
2036	\$63,465,000
2037	\$52,140,000
2038	\$54,150,000
2039*	\$38,000,000

* Stated Maturity

At the option of the Commission, to be exercised by delivery of a Certificate of a Commission Official to the Trustee on or before the 45th day next preceding any scheduled mandatory redemption date, it may (1) deliver to the Trustee for cancellation 2009A Bonds subject to scheduled mandatory redemption on that date or portions thereof in Authorized Denominations or (2) specify a principal amount of 2009A Bonds or portions thereof in Authorized Denominations which prior to said date have been purchased or redeemed (otherwise than pursuant to this Section) and canceled by the Trustee at the request of the Commission and not theretofore applied as a credit against any scheduled mandatory redemption payment. Each 2009A Bond or portion thereof so delivered or previously redeemed shall be credited by the Trustee at the principal amount thereof against the obligation of the Commission to redeem 2009A Bonds on the scheduled mandatory redemption date or dates designated in writing to the Trustee by the Commission Official occurring at least 45 days after delivery of such designation to the Trustee, provided that if no such designation is made, such credit shall not be credited against such obligation.

Selection of 2009A Bonds to be Redeemed. 2009A Bonds shall be redeemed only in Authorized Denominations. Any redemption of less than all 2009A Bonds shall be allocated among registered holders of the 2009A Bonds as nearly as practicable in proportion to the principal amounts of the 2009A Bonds owned by each Registered Owner, subject to the Authorized Denominations applicable to the 2009A Bonds. Such partial redemption will be calculated using the following formula: (principal amount to be redeemed) x [(principal amount owned by Registered Owner)/ (principal amount outstanding)]. So long as DTC or a successor securities depository is the sole Registered Owner of the 2009A Bonds, it is the Commission's intent that redemption allocations made by DTC, the DTC Participants or such other intermediaries that may exist between the Commission and the Beneficial Owners be made in accordance with these same proportional provisions. The Commission can provide no assurance that DTC, the DTC Participants or any other intermediaries will allocate redemptions among Beneficial Owners on such a proportional basis.

When 2009A Bonds of denominations greater than the minimum Authorized Denomination are then Outstanding, then for all purposes in connection with such redemption each principal amount equal to the minimum Authorized Denomination shall be treated as though it was a separate 2009A Bond of the minimum Authorized Denomination. If it is determined that a portion, but not all, of the principal amount represented by any 2009A Bond is to be selected for redemption, then upon notice of intention to redeem such portion, the Owner of such 2009A Bond or such Owner's attorney or legal representative shall forthwith present and surrender such 2009A Bond to the Trustee (1) for payment of the redemption price (including the premium, if any, and interest to the date fixed for redemption) of the principal amount

called for redemption, and (2) for exchange, without charge to the Owner thereof for a new 2009A Bond or 2009A Bonds of the aggregate principal amount of the unredeemed portion of the principal amount of such 2009A Bond. If the Owner of any such 2009A Bond shall fail to present such 2009A Bond to the Trustee for payment and exchange as aforesaid, said 2009A Bond shall, nevertheless, become due and payable on the redemption date to the extent of the principal amount called for redemption (and to that extent only).

Notice and Effect of Call for Redemption. Official notice of any such redemption shall be given by the Trustee on behalf of the Commission by mailing a copy of an official redemption notice by first class mail at least thirty (30) days and not more than sixty (60) days prior to the redemption date to each Registered Owner of the 2009A Bonds to be redeemed at the address shown on the Bond Register or at such other address as is furnished in writing by such Registered Owner to the Trustee. As long as DTC remains the sole Registered Owner of the 2009A Bonds, notice of redemption shall be sent to DTC as provided in the Indenture. Such mailing shall not be a condition precedent to such redemption and failure to mail any such notice shall not affect the validity of the proceedings for the redemption of 2009A Bonds. Notice of redemption having been given as aforesaid, the 2009A Bonds or portions thereof so called for redemption shall become due and payable at the applicable redemption price therein provided, and from and after the date so fixed for redemption, interest on the 2009A Bonds or portions thereof so called for redemption shall cease to accrue and become payable. Any failure of DTC to advise any DTC Participant, or of any DTC Participant or Indirect Participant to notify the Beneficial Owner, of any such notice and its content or effect will not affect the validity of the redemption of the 2009A Bonds called for redemption or of any other action premised on such notice. See "BOOK ENTRY ONLY SYSTEM."

In the case of an optional redemption, the notice may state (1) that it is conditioned upon the deposit of moneys, in an amount equal to the amount necessary to effect the redemption, with the Trustee no later than the redemption date and (2) that the Commission retains the right to rescind such notice at any time prior to the scheduled redemption date if the Commission delivers a certificate of a Commission Official to the Trustee instructing the Trustee to rescind the redemption notice, and such notice and optional redemption shall be of no effect if such moneys are not so deposited or if the notice is rescinded as described in the Indenture.

Failure to give any notice to any Owner, or any defect therein, shall not affect the validity of any proceedings for the redemption of any other 2009A Bonds. Any notice mailed shall be conclusively presumed to have been duly given and shall become effective upon mailing, whether or not any Owner receives the notice.

Book-Entry Only System

The Depository Trust Company ("DTC"), New York, NY, will act as securities depository for the 2009A Bonds. The 2009A Bonds will be issued as fully-registered securities registered in the name of Cede & Co. (DTC's partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully-registered 2009A Bond certificate will be issued in the aggregate principal amount of the 2009A Bonds, and will be deposited with DTC.

DTC, the world's largest depository, is a limited-purpose trust company organized under the New York Banking Law, a "banking organization" within the meaning of the New York Banking Law, a member of the Federal Reserve System, a "clearing corporation" within the meaning of the New York Uniform Commercial Code, and a "clearing agency" registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 2.2 million issues of U.S. and non-U.S. equity, corporate and municipal debt issues, and money market instrument from over 100 countries that DTC's participants ("Direct Participants") deposit with DTC. DTC also

facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities through electronic computerized book-entry transfers and pledges between Direct Participants' accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U. S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly-owned subsidiary of The Depository Trust & Clearing Corporation ("DTCC"). DTCC, in turn, is owned by a number of Direct Participants of DTC and Members of the National Securities Clearing Corporation, Fixed Income Clearing Corporation, and Emerging Markets Clearing Corporation (NSCC, FICC, and EMCC, also subsidiaries of DTCC), as well as by the New York Stock Exchange, Inc., the American Stock Exchange LLC, and the National Association of Securities Dealers, Inc. Access to the DTC system is also available to others such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly ("Indirect Participants"). DTC has Standard & Poor's highest rating: AAA. The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at www.dtcc.com and www.dtc.org.

Purchases of 2009A Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the 2009A Bonds on DTC's records. The ownership interest of each actual purchaser of each 2009A Bond ("Beneficial Owner") is in turn to be recorded on the Direct and Indirect Participants' records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the 2009A Bonds are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in 2009A Bonds, except in the event that use of the book-entry system for the 2009A Bonds is discontinued.

To facilitate subsequent transfers, all 2009A Bonds deposited by Direct Participants with DTC are registered in the name of DTC's partnership nominee, Cede & Co. or such other name as may be requested by an authorized representative of DTC. The deposit of 2009A Bonds with DTC and their registration in the name of Cede & Co. or such other nominee do not effect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the 2009A Bonds; DTC's records reflect only the identity of the Direct Participants to whose accounts such 2009A Bonds are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time. Beneficial Owners of 2009A Bonds may wish to take certain steps to augment transmission to them of notices of significant events with respect to the 2009A Bonds, such as redemptions, tenders, defaults, and proposed amendments to the security documents. For example, Beneficial Owners of 2009A Bonds may wish to ascertain that the nominee holding the 2009A Bonds for their benefit has agreed to obtain and transmit notices to Beneficial Owners, in the alternative, Beneficial Owners may wish to provide their names and addresses to the registrar and request that copies of the notices be provided directly to them.

Redemption notices shall be sent to DTC. If less than all of the 2009A Bonds within an issue are being redeemed, DTC's practice is to determine by lot the amount of the interest of each Direct Participant in such issue to be redeemed.

Neither DTC nor Cede & Co. (nor such other DTC nominee) will consent or vote with respect to the 2009A Bonds unless authorized by a Direct Participant in accordance with DTC's Procedures. Under

its usual procedures, DTC mails an Omnibus Proxy to the Commission as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts the 2009A Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Redemption proceeds, distributions, and dividend payments on the 2009A Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts, upon DTC's receipt of funds and corresponding detail information from the Commission or the Trustee on payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Participant and not of DTC (nor its nominee), the Trustee, or the Commission, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of redemption proceeds, distributions, and dividend payments to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of the Commission or the Trustee, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners will be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as securities depository with respect to the 2009A Bonds at any time by giving reasonable notice to the Commission or the Trustee. Under such circumstances, in the event that a successor securities depository is not obtained, 2009A Bond certificates are required to be printed and delivered.

The Commission may decide to discontinue use of the system of book-entry-only transfers through DTC (or a successor securities depository). In that event, 2009A Bond certificates will be printed and delivered to DTC.

The information in this section concerning DTC and DTC's book-entry system has been obtained from sources that the Commission believes to be reliable, but is not guaranteed as to accuracy or completeness by, and is not to be construed as a representation by, the Underwriters, the Trustee, or the Commission.

NEITHER THE COMMISSION NOR THE TRUSTEE WILL HAVE ANY RESPONSIBILITY OR OBLIGATION TO PARTICIPANTS, BENEFICIAL OWNERS OR OTHER NOMINEES OF SUCH BENEFICIAL OWNERS FOR: (1) SENDING TRANSACTION STATEMENTS; (2) MAINTAINING, SUPERVISING OR REVIEWING, OR THE ACCURACY OF, ANY RECORDS MAINTAINED BY DTC OR ANY PARTICIPANT OR OTHER NOMINEES OF SUCH BENEFICIAL OWNERS; (3) PAYMENT OR THE TIMELINESS OF PAYMENT BY DTC TO ANY PARTICIPANT, OR BY ANY PARTICIPANT OR OTHER NOMINEES OF BENEFICIAL OWNERS TO ANY BENEFICIAL OWNER, OF ANY AMOUNT DUE IN RESPECT OF THE PRINCIPAL OF OR REDEMPTION PREMIUM, IF ANY, OR INTEREST ON BOOK-ENTRY 2009A BONDS; (4) DELIVERY OR TIMELY DELIVERY BY DTC TO ANY PARTICIPANT, OR BY ANY PARTICIPANT OR OTHER NOMINEES OF BENEFICIAL OWNERS TO ANY BENEFICIAL OWNERS, OR ANY NOTICE (INCLUDING NOTICE OF REDEMPTION) OR OTHER COMMUNICATION WHICH IS REQUIRED OR PERMITTED UNDER THE TERMS OF THE APPLICABLE INDENTURE TO BE GIVEN HOLDERS OR OWNERS OF BOOK-ENTRY 2009A BONDS; (5) THE SELECTION OF THE BENEFICIAL OWNERS TO RECEIVE PAYMENT IN THE EVENT OF ANY PARTIAL REDEMPTION OF BOOK-ENTRY 2009A BONDS; OR (6) ANY ACTION TAKEN BY DTC OR ITS NOMINEE AS THE REGISTERED OWNER OF BOOK-ENTRY 2009A BONDS.

In the event that the Book Entry Only System is discontinued and the Beneficial Owners become Registered Owners of the 2009A Bonds, the 2009A Bonds will be transferable in accordance with the provisions of the Indenture.

PENNSYLVANIA TURNPIKE SYSTEM

The present System (as defined below) is composed of the following: a 359 mile Turnpike Mainline traversing the southern portion of Pennsylvania from east to west, a 110 mile north-south section identified as the Northeast Extension, a 16 mile north-south connection, known as the Beaver Valley Expressway which intersects the Turnpike Mainline in the southwestern portion of the Commonwealth, the 13 mile Amos K. Hutchinson Bypass, which adjoins the Turnpike Mainline near the New Stanton Interchange, a 23-mile section of the Mon/Fayette Project, an eight mile section from the Pennsylvania/West Virginia border to Fairchance, which is located just south of Uniontown, and the first part of the Southern Beltway, the Findlay Connector near Greater Pittsburgh International Airport. (Such roads, together with any other roads for which the Commission has operational responsibility and is collecting Tolls presently constitute the "System"). When completed, the Mon/Fayette Expressway will extend 65 miles from Interstate Route 68 in West Virginia to Interstate Route 376 near Pittsburgh.

The Commission may in the future, under the terms of the Indenture, identify in writing certain roads, other than the Mainline Section and the Northeast Extension, as not being part of the System for the purposes of the Indenture. In October 2007, in accordance with Act 44, the Commission entered into a 50 year Lease and Funding Agreement, dated as of October 14, 2007 (the "Lease") with the Pennsylvania Department of Transportation ("PennDOT") providing for the funding of certain PennDOT capital expenditures and mass transit grants and providing for the lease of Interstate 80 (traversing northern Pennsylvania) from PennDOT upon approval of tolling Interstate 80 by the United States Federal Highway Administration (the "FHWA"). The Commission has no plan to include Interstate 80 in the System (for purposes of the Indenture). See: "Act 44," below and APPENDIX A – THE PENNSYLVANIA TURNPIKE SYSTEM- Act 44 for discussion on the Commission's lease of Interstate 80 from PennDOT and its proposed conversion of Interstate 80 to a toll road.

The Turnpike Mainline connects with the Ohio Turnpike at its western terminus and with the New Jersey Turnpike at its eastern terminus. The Turnpike Mainline commences on the eastern boundary of Pennsylvania at the Delaware River Bridge which connects the Pennsylvania Turnpike System to the New Jersey Turnpike. The Turnpike Mainline traverses the state in a westerly direction generally paralleling the southern border of the state immediately north of Philadelphia and south of Harrisburg to the vicinity of Somerset. West of Somerset, the highway follows a northwesterly direction to the northeast of Pittsburgh and to the Ohio state line, south of Youngstown, Ohio.

The Pennsylvania Turnpike System has a total of 57 interchanges which connect it with major arteries and population centers in its 531 mile traffic corridor. Thirty of the interchanges are located on the Turnpike Mainline, including Turnpike Mainline barriers at the New Jersey and Ohio state lines, and 10 interchanges are situated on the Northeast Extension. The additional 17 interchanges are located on the three extensions previously noted. There are 19 service plazas along the Pennsylvania Turnpike System providing gasoline and diesel fuel, other automotive supplies and services and restaurant services. See APPENDIX A – THE PENNSYLVANIA TURNPIKE COMMISSION attached hereto.

Revenue Sources of the Commission

Tolls. All rates, rents, fees, charges, fines and other income derived by the Commission from the vehicular usage of the System and all rights to receive the same (the "Tolls", as defined in the Indenture)

constitute one of the Commission's three principal streams of revenues. The Tolls are pledged to secure the 2009A Bonds and the Commission's other outstanding turnpike revenue bonds (collectively, the "Turnpike Revenue Bonds") and other parity obligations under the Indenture (including certain interest rate swap agreements), which are subject to or may be issued under the terms of the Indenture. There are currently \$2,538,170,000 aggregate principal amount of Turnpike Revenue Bonds Outstanding under the Indenture. In addition, the Revenues secure interest rate swap agreements with a total current notional amount of \$1,683,592,500. The Commission may in the future, under the terms of the Indenture, identify in writing certain roads, other than the Mainline Section and the Northeast Extension, as not being part of the System for the purposes of the Indenture. The Commission has no plan to include Interstate 80 in the System (for purposes of the Indenture), and, as such, income realized from the potential tolling of Interstate 80 will not be pledged as security for Turnpike Revenue Bonds. The Tolls are not pledged to secure the Oil Franchise Tax Revenue Bonds (as defined below) and are not pledged to secure the Registration Fee Revenue Bonds (as defined below). Certain payments made from monies in the General Reserve Fund and derived from Tolls are, however, pledged on a wholly subordinate basis to secure payments due on the Commission's Act 44 Bonds. See "SECURITY FOR THE 2009A BONDS – Subordinate Bonds" and APPENDIX A – THE PENNSYLVANIA TURNPIKE SYSTEM – Financial Policies and Guidelines.

Toll increases in the amount of 25% were implemented in 2009, and future toll increases are anticipated annually thereafter. The Commission anticipates that it will borrow substantial additional funds through at least the year 2024. Therefore, the projected toll increases may be revised by the Commission if necessary to meet the then existing debt and operational obligations of the Commission. See "Act 44", "SECURITY FOR THE 2009A BONDS – Subordinate Bonds and Other Subordinated Obligations" and APPENDIX A – THE PENNSYLVANIA TURNPIKE SYSTEM– Act 44 and Issuance of Bonds, for a description of the subordinate obligations and Special Revenue Bonds which the Commission is authorized to issue under Act 44.

Oil Franchise Tax Revenues. The Commission's second principal stream of revenues consists of that portion of the Commonwealth's Oil Franchise Tax revenues (the "Oil Franchise Tax Revenues") allocated by statute to the Commission or the holders of the Commission's Oil Franchise Tax Revenue Bonds (the "Oil Franchise Tax Revenue Bonds"), a total of \$571,040,000 of which are issued and outstanding. The Oil Franchise Tax Revenue Bonds, the proceeds of which were spent on portions of the Mon/Fayette Expressway and the Southern Beltway, are secured solely by Oil Franchise Tax Revenues. **The Oil Franchise Tax Revenues are not pledged to secure the 2009A Bonds, other Turnpike Revenue Bonds or the Registration Fee Revenue Bonds.**

Registration Fee Revenues. The Commission's third principal stream of revenues consists of that portion of the Commonwealth's vehicle registration fee revenues (the "Registration Fee Revenues") allocated by statute to the Commission or the holders of any of the Commission's Registration Fee Revenue Bonds (the "Registration Fee Revenue Bonds"), a total of \$447,705,000 of which are issued and outstanding. The Registration Fee Revenue Bonds, the proceeds of which were spent on portions of the Mon/Fayette Expressway and the Southern Beltway, are secured by Registration Fee Revenues. Registration Fee Revenue Bonds are to be paid solely from the Registration Fee Revenues. **The Registration Fee Revenues are not pledged to secure the 2009A Bonds, other Turnpike Revenue Bonds or the Oil Franchise Tax Revenue Bonds.**

Neither the Oil Franchise Tax Revenue Bonds nor the Registration Fee Revenue Bonds are secured by or have any interest in the Trust Estate.

Act 44

On July 18, 2007, Pennsylvania Governor Edward G. Rendell signed Act 44 into law, creating a "public-public partnership" between the Commission and PennDOT to provide funding for roads, bridges and transit throughout the Commonwealth, thus greatly expanding the Commission's previous focus on operating and improving the Turnpike. Under Act 44, the Lease was entered into between the Commission and PennDOT pursuant to which the Commission has been granted the option to lease Interstate 80 (traversing northern Pennsylvania) from PennDOT. The Lease contains certain provisions dealing with various items including, among other things, the terms and conditions of the conversion of Interstate 80 into a toll road (the "Conversion") (subject to the requisite approval of the FHWA), the operation, maintenance, repair and improvement of Interstate 80, the payment by the Commission of annual payments to PennDOT and the issuance of special revenue bonds by the Commission. The Commission is required to make payments to PennDOT in fiscal 2010 totaling \$900 million in quarterly installments. It expects to fund certain of such payments through the issuance of Subordinate Bonds (as hereinafter defined). The term of the Lease is 50 years from its effective date, October 14, 2007. See APPENDIX A – THE PENNSYLVANIA TURNPIKE COMMISSION – Tolling of Interstate 80 and -- Pending and Future Legislation and Recent Developments.

The General Assembly enacted Act 44 after considering transportation funding proposals by Governor Rendell including the leasing of the Turnpike Mainline to a private party. In 2008 Governor Rendell conducted a selection process for a proposed lease or concession of the Turnpike Mainline to a private party and selected a vendor. The offer submitted by the selected vendor expired prior to the end of 2008 and Governor Rendell has not pursued Turnpike Mainline privatization any further.

In addition, certain legislation has been or may be introduced which would affect Act 44 if adopted. For additional details and current developments, see APPENDIX A – THE PENNSYLVANIA TURNPIKE COMMISSION -- Pending and Future Legislation and Recent Developments.

Traffic and Revenue Study

Attached hereto as APPENDIX F is the Pennsylvania Turnpike 2009 Traffic and Revenue Update Study prepared by Wilbur Smith Associates dated January 6, 2009 (the "Traffic Study"), which, as of the date of this Official Statement, has not been updated. The Traffic Study, which should be reviewed in its entirety, updates the study conducted by Wilbur Smith Associates in May 2004, which was prepared in anticipation of the last toll increase, which took effect on August 1, 2004. As set forth in the Traffic Study, total adjusted gross toll revenue is estimated to increase from \$598.9 million in Fiscal Year 2007-08 to \$2,129.5 million by Fiscal Year 2030-31, representing 5.7% annualized growth. However, as noted in the Traffic Study, because current traffic and revenue trends reflect the negative effects of the current economic downturn, the forecasts made in the Traffic Study assume continued negative growth through the middle of Fiscal Year 2009-10 and flat to no growth through the middle of Fiscal Year 2010-11, with the resumption of more "normal" growth patterns in the longer term forecasts. See "CERTAIN RISK FACTORS" and APPENDIX F – TRAFFIC AND REVENUE STUDY. Despite the current low to negative growth forecasts, the Commission believes that it will have sufficient revenue to meet the debt and operational obligations of the Commission in future years.

Act 44 Financial Plan

In accordance with Act 44, the Commission is required to provide a financial plan (the "Financial Plan") to the Secretary of the Budget of the Commonwealth no later than June 1 of each year. The Financial Plan must describe the Commission's proposed operating and capital expenditures, borrowings, liquidity and other financial management covenants and policies, estimated toll rates and all other

revenues and expenditures for the ensuing Fiscal Year. The Financial Plan must also show that the operation of the system can reasonably be anticipated to result in the Commission's ability to meet its payment obligations to PennDOT pursuant to the Lease and Act 44. It does not, however, address the funding needs for the Mon/Fayette or Southern Beltway projects.

The Commission's Financial Plan for Fiscal Year 2010 indicates that in 2009 it was able to meet all of its financial covenants, Act 44 obligations, and was able to progress with its capital plan. Given the unprecedented economic environment, which is expected to continue to negatively impact both traffic and revenue, the Commission recently implemented several cost containment measures, including workforce reductions, a management pay freeze and a transfer of union holidays to vacation days. These measures, together with a 3% toll increase, are expected to allow the Commission to once again meet its financial covenants, Act 44 obligations and capital needs during Fiscal Year 2010.

The Financial Plan concludes that the Commission will continue to meet all of its Indenture covenants and all of its other obligations through the 2057 Fiscal Year. However, as a forward-looking report, the Financial Plan makes certain assumptions to reach its conclusion that the financial covenants, Act 44 obligations and capital needs will be met beyond Fiscal Year 2010. Key among them is the tolling of I-80 (with collections beginning in Fiscal Year 2012) and the Commission's ability to raise all tolls throughout the System. No assurances can be made by the Commission with respect to the assumptions made or conclusions reached in the Financial Plan. A complete copy of the Financial Plan can be obtained by contacting the Commission.

PLAN OF FINANCING

The 2009A Bonds are being issued to: (a) finance the costs of various capital expenditures for the Pennsylvania Turnpike System set forth in the Commission's current ten year capital plan, including, but not limited to, the reconstruction of roadbed and roadway, the widening, replacing and redecking of certain bridges and/or the rehabilitation of certain interchanges; (b) fund capitalized interest with respect to the 2009A Bonds; (c) fund a debt service reserve fund with respect to the 2009A Bonds; and (d) pay the costs of issuance of the 2009A Bonds.

ESTIMATED SOURCES AND USES OF FUNDS

SOURCES OF FUNDS

Par Amount of Bonds	\$275,000,000.00
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TOTAL SOURCES

\$275,000,000.00

USES OF FUNDS

Deposit to Construction Fund	\$250,891,300.31
Deposit to Debt Service Reserve Fund	16,788,750.00
Deposit to Capitalized Interest Fund ¹	4,541,276.52
Costs of Issuance ²	2,778,673.17

TOTAL USES

\$275,000,000.00

¹ Capitalized interest net of Subsidy Payments.

² Costs of Issuance include Underwriters' discount, Co-Bond Counsel fee, Underwriters' Counsel fee and other legal fees, rating agency fees, printing expenses, Co-Financial Advisors' fee and Trustee's fee.

SECURITY FOR THE 2009A BONDS

Security

The 2009A Bonds are limited obligations of the Commission. They are secured, along with the other outstanding Bonds and certain other Parity Obligations, under the Indenture by the pledge by the Commission to the Trustee of (1) the Tolls, (2) all monies deposited into accounts or funds, other than the Rebate Fund, created by the Indenture, (3) any insurance proceeds required to be deposited under the Indenture, (4) all payments received pursuant to Parity Swap Agreements, and (5) all investment earnings on all monies held in accounts and funds, other than the Rebate Fund, established by the Indenture (all five of these items being collectively referred to as the "Trust Estate"). OIL FRANCHISE TAX REVENUES AND REGISTRATION FEE REVENUES, AS WELL AS OTHER SOURCES OF THE COMMISSION'S REVENUES NOT DERIVED FROM TOLL REVENUE, INCLUDING CONCESSION REVENUE, ARE EXCLUDED FROM THE TRUST ESTATE. THE TRUST ESTATE ALSO EXCLUDES ALL MONIES HELD IN THE REBATE FUND. ANY ADDITIONAL BONDS AND PARITY OBLIGATIONS ISSUED PURSUANT TO THE INDENTURE (OTHER THAN SUBORDINATE BONDS) WILL BE EQUALLY AND RATABLY SECURED UNDER THE INDENTURE.

THE 2009A BONDS SHALL NOT BE DEEMED TO BE A DEBT OF THE COMMONWEALTH OR A PLEDGE OF THE FAITH AND CREDIT OF THE COMMONWEALTH. THE COMMONWEALTH IS NOT OBLIGATED TO LEVY OR PLEDGE ANY FORM OF TAXATION WHATSOEVER THEREFOR OR TO MAKE ANY APPROPRIATION FOR THE PAYMENT OF ANY OF THE 2009A BONDS.

Payments of the principal of and the interest on the Bonds, including any Additional Bonds and payments on certain other Parity Obligations, are secured, pro rata and without preference or priority of one Bond or Parity Obligation over another, by a valid pledge of the Trust Estate and by the Indenture.

The Indenture further provides that the Commission may not issue Additional Bonds or incur other Parity Obligations except upon satisfaction of various requirements as expressly provided in the Indenture. See "SECURITY FOR THE 2009A BONDS – Additional Bonds Test" and APPENDIX C – SUMMARY OF CERTAIN PROVISIONS OF THE INDENTURE.

Rate Covenant

The Commission has agreed in the Indenture that it will at all times establish and maintain schedules of Tolls for traffic over the System so that the Net Revenues of the System in each Fiscal Year will at all times be at least sufficient to provide funds in an amount not less than (1) the greater of (i) 130% of the Annual Debt Service for such Fiscal Year on account of all Applicable Long-Term Indebtedness then outstanding under the provisions of the Indenture; or (ii) 100% of the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness, plus (a) the amount of required transfers from the Revenue Fund to the credit of the Reserve Maintenance Fund pursuant to the Annual Capital Budget, and (b) an amount sufficient to restore any deficiency in the Debt Service Reserve Fund, if applicable, within an 18 month period; plus (2) the amount of any Short-Term Indebtedness outstanding under the Indenture for more than 365 consecutive days. In addition, the amount of Net Revenues in excess of the sum of the amounts set forth in clauses (1) and (2) above, together with Other Revenues pledged to the payment of Subordinated Indebtedness, shall be sufficient to pay the Annual Debt Service for any Subordinated Indebtedness. See also "SECURITY FOR THE 2009A BONDS – General Reserve Fund" below for discussion of the rate covenant applicable to Subordinate Bonds under the Subordinate Indenture.

The Commission's failure to meet the Rate Covenant shall not constitute an Event of Default under the Indenture if (i) no Event of Default occurred in debt service payments as a result of such failure and (ii) the Commission promptly after determining that the Rate Covenant was not met retains a Consultant to make written recommendations as to appropriate revisions to the schedules of Tolls necessary or appropriate to meet the Rate Covenant and advises the Trustee in writing of such retention. Anything in the Indenture to the contrary notwithstanding, if the Commission shall comply with the recommendations of the Consultant in respect of Tolls, it will not constitute an Event of Default under the provisions of the Indenture if the Commission fails to meet the Rate Covenant during the succeeding Fiscal Year as long as no Event of Default has occurred in debt service payments. If the Commission does not comply with the recommendations of the Consultant in respect of Tolls, the Trustee may, and upon the request of the holders of not less than 25% in Principal Amount of the Bonds then outstanding and upon being indemnified to its satisfaction shall, institute and prosecute in a court of competent jurisdiction any appropriate action to compel the Commission to revise the schedules of Tolls. The Commission covenants that it will adopt and charge Tolls in compliance with any final order or decree entered in any such proceeding.

In the event that the Consultant shall fail to file with the Commission such recommendations in writing within sixty (60) days after such retention, the Trustee may designate and appoint a different Consultant to make recommendations as to an adjustment of the schedules of Tolls, which recommendations shall be reported in writing to the Commission and to the Trustee within sixty (60) days after such retention. Such written report shall for all purposes be considered to be the equivalent of and substitute for the recommendations of the Consultant retained by the Commission.

In preparing its recommendations, the Consultant may rely upon written estimates of Revenues prepared by the other Consultants of the Commission. Copies of such written estimates signed by such Consultants shall be attached to such recommendations. The Commission covenants that promptly after receipt of such recommendations and the adoption of any revised schedules of Tolls, certified copies thereof will be filed with the Trustee. The ability of the Commission to collect tolls in an amount sufficient to comply with the Rate Covenant could be adversely affected by many factors, some of which are beyond the Commission's control.

The Commission has agreed that Tolls will be classified in a reasonable way to cover all traffic, so that the Tolls may be uniform in application to all traffic falling within any reasonable class regardless of the status or character of any person, firm or corporation participating in the traffic; provided, however, that the foregoing shall not be interpreted to restrict the Commission's right, in its discretion in connection with its management of the System, to establish and maintain flexible Toll schedules including, but not limited to, provisions for, utilizing or otherwise taking into account, peak and nonpeak pricing, introductory pricing, weight, method of payment, frequency, carpooling, electronic Tolls or other new Toll collection technologies, traffic management systems, and similar classifications. The Commission has agreed that it shall not grant free passage or reduced Tolls within a class, except in the limited manner permitted by the Indenture, which includes, among others, for operational or safety reasons including, but not limited to, reasons arising out of a work stoppage, work slowdown or work action, and for use by the Army, Air Force, Navy, Coast Guard, Marine Corps or National Guard or any branch thereof in time of war or other emergency.

In the event the Commission did not meet the Rate Covenant for the preceding Fiscal Year, any classification resulting in a reduced Toll or new classification shall be subject to a Consultant approving the same before it is implemented. In all events, the Commission shall not make a change in classification or any new classification which would cause the Commission to fail to meet the Rate Covenant.

The Commission's covenant as to uniformity of Tolls shall not be construed as requiring that Tolls for any given class of traffic be identical in amount throughout the entire System for trips of approximately identical lengths. The Commission may fix and place in effect schedules of Tolls for any given class of traffic wherein the Tolls charged for travel on a given section of the System shall be different from the Tolls charged on another section of the System notwithstanding the fact that both of said sections may be of identical or approximately identical length.

Revenue Fund

All Revenues will be deposited daily, as far as practicable, with the Trustee or in the name of the Trustee with a depository or depositories designated by the Commission and approved by the Trustee, to the credit of the Revenue Fund. The monies in the Revenue Fund are to be held by the Trustee in trust and applied in accordance with the Indenture.

Except as otherwise provided in the Indenture, transfers from the Revenue Fund shall be made to the following funds and in the following order of Priority:

Rebate Fund;

Operating Account;

Debt Service Fund;

Reserve Maintenance Fund;

Debt Service Reserve Fund, if applicable; and

General Reserve Fund.

Operating Account

The Commission shall establish an account known as the Operating Account which shall be held by the Commission in the name of the Commission outside of the Indenture until applied as set forth in the Indenture. The Trustee shall transfer from the Revenue Fund on or before the last Business Day of each month to the credit of the Operating Account an amount equal to (i) the amount shown by the Annual Operating Budget to be necessary to pay Current Expenses for the ensuing month and (ii) an amount certified by a Commission Official as being reasonably necessary to pay Current Expenses which are expected for such month, after taking into account the amount on deposit in the Operating Account (including the amount described in clause (i) above). The Commission currently expects that the dollar amount of transfers from the Revenue Fund will be able to be reduced during the term of the 2009A Bonds as a result of its intention to apply Subsidy Payments toward operating expenses.

In making payments from the Operating Account, the Commission shall be deemed to be certifying that obligations in the stated amounts have been incurred by the Commission and that each item thereof was properly incurred in maintaining, repairing and operating the System, and has not been paid previously.

Debt Service Fund

After first having made the foregoing specified deposits to the Operating Account, the Trustee is required to withdraw from the Revenue Fund and deposit to the applicable account in the Debt Service

Fund held by the Trustee under the Indenture, the amounts hereinafter specified which shall be applied by the Trustee for the purposes for which the same shall be deposited:

On or before the last business day preceding an Interest Payment Date, an amount which equals the interest due on such Interest Payment Date; provided, however, that in the case of any fixed rate bonds, including the 2009A Bonds, term mode bonds and multi-modal fixed mode bonds (collectively, "Fixed Rate Bonds"), the withdrawal from the Revenue Fund and deposit to the Debt Service Fund shall be made on or before the first Business Day of each calendar month in an amount which equals the amount necessary to pay, and for the purpose of paying, one-sixth ($1/6$) of the interest due on any Fixed Rate Bonds issued under the Indenture on the next succeeding Interest Payment Date including any amount due to the Bond Insurer in respect thereto (or, in the case of the period from the date of issuance of such Fixed Rate Bonds to the first Interest Payment Date for the applicable Fixed Rate Bonds, a monthly amount equal to the interest amount owed on such first Interest Payment Date divided by the number of months from the date of issuance of such Fixed Rate Bond to such first Interest Payment Date) plus any accumulated unfunded balance relating to prior months' deposit requirements;

On or before the last business day preceding a principal payment date, an amount which equals the principal amount of the Bonds or Parity Obligations maturing on such principal payment date; provided, however, that in the case of any Fixed Rate Bonds, the withdrawal from the Revenue Fund and deposit to the Debt Service Fund shall be made on or before the first Business Day of each calendar month in an amount which equals the amount necessary to pay, and for the purpose of paying one-twelfth ($1/12$) of the amount necessary to pay and for the purpose of paying the principal amount of any Fixed Rate Bonds issued under the Indenture maturing (including mandatory sinking fund installments) on the next succeeding principal payment date (or, in the case of the period from the date of issuance of such Fixed Rate Bonds to the first date on which principal is due on such Fixed Rate Bonds, a monthly amount equal to the principal amount owed on such first principal maturity date divided by the number of months from the date of issuance of such Fixed Rate Bond to such first principal maturity date) plus any accumulated unfunded balance relating to prior months' deposit requirements; and

On the dates specified in any Supplemental Indenture relating to Additional Bonds or Parity Obligations, the amounts required to be deposited on said dates to the credit of the Interest Account or Principal Account pursuant to the provisions of such Supplemental Indenture for the purpose of paying the interest on and the principal of such Additional Bonds.

The Trustee is required to pay out of the Interest Account, from time to time, without further authorization from the Commission, and as the same shall become due and payable, the interest upon the Bonds, except to the extent payable from funds and accounts other than the Debt Service Reserve Fund, if applicable, as provided in any Supplemental Indenture. The Trustee is required likewise to pay out of the Principal Account, from time to time, without further authorization from the Commission, as the same shall become due and payable, the principal of the Bonds, except to the extent payable from funds and accounts other than the Debt Service Reserve Fund, if applicable, as provided in any Supplemental Indenture.

The Commission has directed the Trustee to pay and deposit from Commission Revenues into the applicable account of the Debt Service Fund such amounts as are necessary to pay interest and principal on the 2009A Bonds on the Interest Payment Date and on the date on which principal payments are due.

If at the time the Trustee is required to make a withdrawal from the Debt Service Fund and the monies therein shall not be sufficient for the purposes set forth above, the Trustee shall withdraw the amount of such deficiency from the monies on deposit in the following funds or accounts and transfer the same to the Debt Service Fund in the following order: the Debt Service Reserve Fund, if applicable, the General Reserve Fund, and the Reserve Maintenance Fund.

Reserve Maintenance Fund

In each Fiscal Year, after first having made the deposits provided by the Indenture, the Trustee shall transfer from the Revenue Fund on or before the last Business Day of each month to the credit of the Reserve Maintenance Fund the amount shown in the Annual Capital Budget for the ensuing month.

Except as otherwise provided in the Indenture, or except in case of an emergency, as characterized in a certificate signed by a Commission Official stating that the monies to the credit of the Operating Account are insufficient to meet such emergency, monies in the Reserve Maintenance Fund shall be disbursed to pay current capital expenditures shown in the Annual Capital Budget for the System, plus the cost of unusual or extraordinary maintenance (as determined solely by the Commission) and shall be disbursed only for such purposes, except to the extent hereinafter provided. Such purposes shall include, but not be limited to, paying the cost of constructing, improving and reconstructing improvements and betterments to all parts of the System now or hereafter open to vehicular traffic, including, without limitation, additional lanes, tunnels, interchanges, toll plazas, bridges and connecting roads, transit interface facilities and any other improvements deemed necessary or desirable by the Commission.

Payments from the Reserve Maintenance Fund, except the transfers which the Trustee is authorized to make, shall be made pursuant to a requisition process which follows the process described in the Indenture for payments from the Construction Fund.

The Trustee shall transfer any monies from the Reserve Maintenance Fund to the credit of the General Reserve Fund from time to time upon the receipt of a certificate of a Commission Official certifying that the amount so to be transferred is not required for the purposes for which the Reserve Maintenance Fund has been created.

Debt Service Reserve Fund

A Debt Service Reserve Fund has been established under the Indenture to provide additional security for Debt Service Reserve Fund Bonds. The 2009A Bonds are Debt Service Reserve Fund Bonds and, accordingly, are secured by moneys in the Debt Service Reserve Fund.

The Indenture requires that the balance in the Debt Service Reserve Fund be maintained at the Debt Service Reserve Requirement, which is an amount equal to the Maximum Annual Debt Service on account of all the Debt Service Reserve Fund Bonds. Debt Service Reserve Fund Bonds include Long-Term Indebtedness specified by the Commission in the Original Indenture or any Supplemental Indenture as being secured by the Debt Service Reserve Fund. See APPENDIX C -- SUMMARY OF CERTAIN PROVISIONS OF THE INDENTURE – THE INDENTURE - Debt Service Reserve Fund for information with respect to the Debt Service Reserve Fund under the Original Indenture.

In each Fiscal Year, after first having made the deposits provided by the Indenture, the Trustee shall transfer from the Revenue Fund on or before the last day of each month to the credit of the Debt Service Reserve Fund (1) the amount, if any, required to make the amount on deposit in the Debt Service Reserve Fund equal to the Debt Service Reserve Requirement which restoration, as provided in the Rate Covenant contained in the Indenture, is intended to occur within 18 months and (2) the amount set forth in a Supplemental Indenture if an amount different from the Debt Service Reserve Requirement is required.

To the extent accounts are created in the Debt Service Reserve Fund for Debt Service Reserve Fund Bonds, including the creation of an account for the 2009A Bonds, the funds and DSRF Security, as hereinafter defined, held therein shall be available to make payments required under the Indenture for the benefit of all Debt Service Reserve Fund Bonds.

Monies held in the Debt Service Reserve Fund shall be used for the purpose of paying interest on, and the maturing principal of, Debt Service Reserve Fund Bonds whenever and to the extent that the monies held for the credit of the Debt Service Fund shall be insufficient for such purpose. If at any time the monies and the principal amount of any DSRF Security held in the Debt Service Reserve Fund shall exceed the Debt Service Reserve Requirement, the Commission shall direct whether such excess monies shall be transferred by the Trustee to the credit of the General Reserve Fund or used to reduce the principal amount of any DSRF Security as described below.

In the event the Trustee shall be required to withdraw funds from the Debt Service Reserve Fund to restore a deficiency in the Debt Service Fund arising with respect to Debt Service Reserve Fund Bonds, the amount of such deficiency shall be allocated pro rata among such Debt Service Reserve Fund Bonds.

In lieu of the deposit of monies into the Debt Service Reserve Fund, the Commission may cause to be provided a surety bond, an insurance policy, a letter of credit or similar financial instrument satisfactory to the Rating Agency (as evidenced by a letter from the Rating Agency confirming that the DSRF Security will not result in the rating on any outstanding Bonds being downgraded) (each, a "DSRF Security") payable to the Trustee for the benefit of the Bondholders in an amount equal to the difference between the Debt Service Reserve Requirement and the amounts then on deposit in the Debt Service Reserve Fund. The DSRF Security shall be payable (upon the giving of notice as required under the Indenture) on any Interest Payment Date on which monies will be required to be withdrawn from the Debt Service Reserve Fund and applied to the payment of the principal of or interest on any Bonds to the extent that such withdrawals cannot be made by amounts on deposit in the Debt Service Reserve Fund.

If a disbursement is made pursuant to a DSRF Security, the Commission shall be obligated either (i) to reinstate the maximum limits of such DSRF Security or (ii) to deposit into the Debt Service Reserve Fund, funds in the amount of the disbursement made under such DSRF Security, or a combination of such alternatives, as shall provide that the amount credited to the Debt Service Reserve Fund equals the Debt Service Reserve Requirement within a time period of 18 months.

If the DSRF Security shall cease to have a rating described above, the Commission shall use reasonable efforts to replace such DSRF Security with one having the required rating, but shall not be obligated to pay, or commit to pay, increased fees, expenses or interest in connection with such replacement or to deposit Revenues in the Debt Service Reserve Fund in lieu of replacing such DSRF Security with another. The Commission does not currently have a DSRF Security with respect to the Debt Service Reserve Fund.

General Reserve Fund

After first having made the above specified deposits to the Operating Account, the Debt Service Fund, the Reserve Maintenance Fund and the Debt Service Reserve Fund, if applicable, and while any Bonds are outstanding, the Trustee is required to transfer from the Revenue Fund on or before the last Business Day of each Fiscal Year (or more frequently if requested by a Commission Official) to the credit of the General Reserve Fund any funds which a Commission Official determines to be in excess of the amount required to be reserved therein for future transfers to the Debt Service Fund. Monies in the General Reserve Fund may be expended by the Commission to restore deficiencies in any funds or accounts created under the Indenture, and absent any such deficiency, for any of the following purposes, with no one item having priority over any of the others:

to purchase or redeem Bonds;

to secure and pay the principal or redemption price of, and interest on, any Subordinated Indebtedness;

to make payments into the Construction Fund;

to fund improvements, extensions and replacements of the System; or

to further any corporate purpose (including transfers to other indentures in connection with Subordinated Bonds and future Act 44 subordinated debt).

The Trustee has been directed to disburse from the General Reserve Fund, to the trustee under the Subordinate Indenture, funds sufficient to meet debt service requirements on the Subordinate Bonds. Under the Subordinate Indenture, the Commission has agreed that it will at all times establish and maintain Tolls for traffic over the System so that the Net Revenues of the System in each Fiscal Year will at all times be at least sufficient to provide funds in an amount not less than the sum required by the Indenture and so that the amount paid into the General Reserve Fund in each Fiscal Year will be at least sufficient to provide funds in an amount not less than (i) 115% of the annual debt service on Subordinate Bonds (and obligations on parity with Subordinate Bonds, plus (ii) 100% of the annual debt service on Subordinate Bonds which are guaranteed by the Motor License Fund under Act 44, plus (iii) any amount required under the Subordinate Indenture to restore within eighteen months any deficiency in the debt service reserve fund held under the Subordinate Indenture. Failure to meet this covenant will not constitute a default under the Subordinate Indenture (nor the Indenture), but will require the Commission to retain a consultant to advise with respect to schedules of Tolls in order to bring the Commission into compliance. The Trustee has never withdrawn funds from the General Reserve Fund to meet regularly scheduled debt service payments on Bonds outstanding under the Indenture nor has the General Reserve Fund been used to restore any shortfalls in any Debt Service Reserve Fund for any Bonds. See also "ADDITIONAL INDEBTEDNESS – Subordinate Bonds."

Additional Bonds Test

The Commission is permitted to issue Additional Bonds under the terms of the Indenture in the form of Short-Term Indebtedness, Long-Term Indebtedness, Subordinated Indebtedness and Approved Swap Agreements; provided that there is no default, that certain resolutions, opinions, supplemental indentures, certifications and moneys and securities, if necessary, are delivered to the Trustee and that the following conditions are met:

(a) with respect to Short-Term Indebtedness, (1) immediately after the incurrence of such Short-Term Indebtedness, the outstanding principal amount of all Short-Term Indebtedness issued pursuant to the Indenture may not exceed 30% of the Revenues for the most recent Fiscal Year for which audited financial statements are available; and (2) for a period of not fewer than seven consecutive days within each Fiscal Year, commencing with the Fiscal Year following the issuance of such Short-Term Indebtedness, the aggregate principal amount of all outstanding Short-Term Indebtedness is reduced to less than 5% of the Revenues for the immediately preceding Fiscal Year for which audited financial statements are available. Short-Term Indebtedness issued pursuant to the Indenture will be on a parity with other Additional Bonds;

(b) with respect to Long-Term Indebtedness, prior to or contemporaneously with the incurrence thereof (1) a certificate of a Commission Official certifying that the Historical Pro Forma Debt Service Coverage Ratio for the most recent Fiscal Year preceding the delivery of such certificate for which audited financial statements are available was not less than 1.75; or (2) a report of a Consultant to the effect that (i) the Net Revenues of the Commission during the preceding Fiscal Year were at least 130% of the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness then Outstanding and on any Applicable Long-Term Debt proposed to be issued (which report may assume any revisions of the Tolls which have been approved by the Commission after the beginning of such Fiscal Year were in effect for the entire Fiscal Year, and (ii) the Projected Debt Service Coverage Ratio is not less than 1.30; or (3) if the Long-Term Indebtedness is being incurred solely for the purpose of refunding, repurchasing or refinancing (whether in advance or otherwise) any outstanding Long-Term Indebtedness, a certificate of a Commission Official certifying the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness prior to the issuance of the proposed Long-Term Indebtedness is greater than the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness after the issuance of such proposed Long-Term Indebtedness;

(c) with respect to Subordinated Indebtedness, there is no limit, provided that the Indebtedness is subordinate and junior in all respect to payment of all Bonds and other Parity Obligations incurred under the Indenture so that the same is payable as to principal and interest once all other payments have been made under the Indenture from amounts on deposit to the credit of the General Reserve Fund as long as prior to or contemporaneously with the incurrence, a certificate of a Commission Official certifying that the Rate Covenant would have been met during the preceding Fiscal Year taking into account the Maximum Annual Debt Service on such Subordinated Indebtedness. Such Subordinated Indebtedness and the payment thereof may be secured by a lien and pledge (a) subordinate to that the Bonds on the Revenues or (b) prior to, on a parity with or subordinate to, the Bonds on Other Revenues, in which event the Commission and the Trustee may establish such other accounts under the Indenture as they deem necessary or appropriate; and

(d) with respect to Approved Swap Agreements, no Approved Swap Agreement will be entered into unless prior to or contemporaneously with the incurrence thereof, a certificate of a Commission Official as described in (b)(1) above, or a report of a Consultant as described in (b)(2) above, which takes into account the expected payments by and to the Commission pursuant to such Approved Swap Agreement in calculating Annual Debt Service.

ADDITIONAL INDEBTEDNESS OF THE COMMISSION

Bonds and Other Parity Obligations

The Commission has previously issued Bonds and Notes under the terms of the Indenture that have an equal claim to the Trust Estate with the 2009A Bonds. Currently, \$2,538,170,000 aggregate principal amount of such Bonds and Notes are Outstanding. See APPENDIX C – SUMMARY OF CERTAIN PROVISIONS OF THE INDENTURE.

In addition to the Outstanding Bonds, the Commission has entered into various interest rate exchange agreements with a current notional amount of \$1,683,592,500 that constitute Parity Swap Agreements under the Indenture. Under the terms of the Indenture, regularly scheduled amounts payable under Parity Swap Agreements, and in certain cases termination payments, are secured on a parity with the Bonds by the Trust Estate. See APPENDIX A – THE PENNSYLVANIA TURNPIKE COMMISSION – Financial Policy and Guidelines and APPENDIX C – SUMMARY OF CERTAIN PROVISIONS OF THE INDENTURE.

The Commission anticipates issuing approximately \$5 billion of Additional Bonds under the Indenture through 2019, the end of its current Ten Year Capital Plan, to fund capital expenditures detailed in such Ten Year Capital Plan.

Subordinate Bonds

Act 44 authorizes the Commission to issue bonds for the purpose of paying costs of PennDOT and bond-related expenses. Proceeds of such bonds may be applied toward the satisfaction of the Commission's annual payment obligations to PennDOT under the Lease of Interstate 80. The Commission has \$1,195,350,000 of outstanding Turnpike Subordinate Revenue Bonds (the "Subordinate Bonds") under the authorization of Act 44 to be paid solely from monies released from the General Reserve Fund (and therefore are subordinate to Turnpike Revenue Bonds and other Parity Obligations under the Indenture). In addition, the Commission anticipates issuing approximately \$970,000,000 of Turnpike Subordinate Revenue Bonds (the "2009 Subordinate Bonds") in July, 2009, under the authorization of Act 44 to be paid solely from monies released from the General Reserve Fund (and therefore will be subordinate to Turnpike Revenue Bonds and other Parity Obligations under the Indenture).

The 2009 Subordinate Bonds will be the fifth series of bonds to be issued by the Commission under a Subordinate Trust Indenture dated as of April 1, 2008, as supplemented (the "Subordinate Indenture") between the Commission and TD Bank, National Association, as Trustee (the "Subordinate Trustee"). Upon fulfillment of conditions set forth in the Subordinate Indenture, the Commission may issue additional Subordinate Bonds under the terms of the Subordinate Indenture. In addition to any Subordinate Bonds, the Commission is authorized under the terms of the Subordinate Indenture to enter into various interest rate exchange agreements that will constitute Parity Swap Agreements under the Subordinate Indenture. Under the terms of the Subordinate Indenture, amounts payable under parity swap agreements, including termination payments, may be secured on a parity with the Subordinate Bonds.

There is no statutory limit on the amount of Subordinate Bonds that may be issued by the Commission. To date, the Commission has issued Subordinate Bonds under the Subordinate Indenture, but has not issued any Subordinated Indebtedness under the Indenture. The Commission has no plans to issue any Subordinated Indebtedness under the Indenture.

Under Act 44, the Commission may also issue up to \$5 billion of Special Revenue Bonds which are subordinate to Obligations under the Indenture and to the Subordinate Bonds. The Special Revenue

Bonds authorized by Act 44 are subject to various limitations, including, among other, the following: the aggregate amount of such Special Revenue Bonds is limited to \$5 billion; no more than \$600,000,000 of Special Revenue Bonds may be issued in any calendar year; debt service on the Special Revenue Bonds shall be payable from any available funds of the Commission but are additionally secured by a pledge of amounts in the Motor License Fund created under Act 44 required to pay any debt service shortfall; all such debt service payments are subordinate obligations of the Commission payable solely from certain money in, or periodically released from, the General Reserve Fund after meeting all other Commission requirements pursuant to any financial documents, financial covenants, insurance policies, liquidity policies or agreements in effect at the Commission; and the proceeds from the issuance of the Special Revenue Bonds may only be used for roads and bridges. No Special Revenue Bonds have been issued by the Commission to date and no such bonds are expected to be issued in the immediate future. See: "APPENDIX A – THE PENNSYLVANIA TURNPIKE SYSTEM– Act 44 and Issuance of Bonds", for a description of the Subordinate Bonds and Special Revenue Bonds which the Commission is authorized to issue under Act 44.

Other Bonds Issued by Commission – No Claim on Trust Estate

The Commission has also issued Oil Franchise Tax Revenue Bonds that are currently outstanding in the aggregate principal amount of \$571,040,000 and Registration Fee Revenue Bonds that are currently outstanding in the aggregate principal amount of \$447,705,000. The Commission has entered into various interest rate exchange agreements with respect to certain of the Oil Franchise Tax Revenue Bonds and Registration Fee Revenue Bonds. Neither the Oil Franchise Tax Revenue Bonds nor the Registration Fee Revenue Bonds are secured by or have any interest in the Trust Estate. Furthermore, neither the Oil Franchise Tax Revenues nor the Registration Fee Revenues are pledged to secure the 2009A Bonds.

Upcoming Turnpike Financings

In addition to the issuance of the 2009A Bonds, the Commission anticipates issuing: (i) pursuant to Act 44, approximately \$970,000,000 of Turnpike Subordinate Revenue Bonds on or before July 31, 2009 to fund payments to PennDOT under the Lease and to refund prior senior and subordinated debt issued for such purpose, and (ii) approximately \$300,000,000 of Oil Franchise Tax Revenue Bonds in August of 2009 to finance capital costs of the Mon-Fayette Project and to refinance certain outstanding Oil Franchise Tax Revenue Bonds issued for such purpose. **The above-referenced bonds are not being offered pursuant to this Official Statement.**

CERTAIN RISK FACTORS

There are various factors which could adversely affect the sufficiency of the Trust Estate and which, if present, may result in an inability to meet the debt service requirements on the 2009A Bonds. The following is intended only as a summary of certain risk factors attendant to an investment in the 2009A Bonds and is not intended to be exhaustive. In order to identify risk factors and make informed investment decisions, potential investors should be thoroughly familiar with the entire Official Statement, (including each Appendix) and the Bond Documents in order to make a judgment as to whether the 2009A Bonds are an appropriate investment.

Certain Matters Relating to Enforceability of Obligations. The remedies available to an Owner upon an Event of Default under the Indenture are in many respects dependent upon judicial action which is subject to discretion or delay. Under existing law and judicial decisions, including specifically the United States Bankruptcy Code, the remedies specified in the Indenture may not be readily available or may be limited.

The various legal opinions to be delivered concurrently with the original delivery of the 2009A Bonds will be qualified as to enforceability of the various legal instruments by, among other things, limitations imposed by bankruptcy, reorganization, insolvency or other similar laws or legal or equitable principles affecting creditors' rights.

Legislative Action. State legislation is introduced from time to time which if adopted may affect the Commission and/or the System. The Commission cannot predict whether or not these bills will be enacted into law or how such legislation may affect the Commission and its ability to pay debt service on the 2009A Bonds.

Decline in Toll Revenues. The information provided with respect to toll revenues collected by the Commission is based on historical data. The amount of future toll revenues to be collected by the Commission depends upon a number of factors, some of which are not in the control of the Commission. Some of these factors include a decline in traffic on the System due to general economic conditions, diversion of traffic to alternative non-toll routes, increased fuel costs and government regulations, such as Clean Air Act requirements, which significantly restrict motor vehicle use. The Commission is obligated to set tolls at a level that will generate revenues sufficient to pay all of its obligations, however, there is no certainty that the traffic on the System will continue to generate such revenues.

Adverse Changes to Third Party Financial Institutions. Adverse changes in the financial condition of certain third-party financial institutions may adversely affect the Commission's financial position. Different types of investment and contractual arrangements may create exposure for the Commission to such institutions including: (i) risk to the Commission's investment portfolio due to defaults or changes in market valuation of the debt securities of such institutions, (ii) counterparty risk related to swaps used by the Commission to hedge its cost of funds; and (iii) risk of rating changes of the Commission's credit enhancers or liquidity providers which may adversely affect the interest costs on the Commission's variable rate debt or render such variable rate debt unmarketable.

Other Factors. Additional factors which may affect the financial condition of the Commission and the future operation of the System include the following:

- Increased and/or unanticipated costs of operating the System;
- Increased and/or unanticipated costs of operating Interstate 80;
- Work stoppage, slowdown or action by unionized employees;
- Increased fuel costs;
- Increased government regulations on emissions of motor vehicles, increased mileage standards or higher fuel taxes, may significantly reduce the use of motor vehicles;
- Complete or partial destruction or temporary closure of the System for extended periods of time; and
- Increased pension costs, unfunded healthcare and other non-pension post-employment benefits.

AUDITED FINANCIAL STATEMENTS

The financial statements of the Commission for the years ended May 31, 2008 and May 31, 2007 are set forth in "APPENDIX B - AUDITED FINANCIAL STATEMENTS: 2008 AND 2007" certified by Ernst & Young, in its capacity as Independent Auditor. The Commission has not asked Ernst & Young to perform any additional review in connection with this Official Statement.

CONTINUING DISCLOSURE

The Commission will enter into a Continuing Disclosure Undertaking for the benefit of the Registered Owners from time to time of the 2009A Bonds (the "Disclosure Undertaking") pursuant to United States Securities and Exchange Commission ("SEC") Rule 15c2-12.

Pursuant to the Disclosure Undertaking, the Commission will provide to the Repositories and to the appropriate state information depository ("SID"), if any, within 180 days of the end of each fiscal year of the Commission commencing with the fiscal year ending May 31, 2009, annual financial information, consisting of financial and operating data of the type set forth in this Official Statement in Tables I, II and III of "APPENDIX A – THE PENNSYLVANIA TURNPIKE COMMISSION" and in "APPENDIX B - AUDITED FINANCIAL STATEMENTS: 2008 AND 2007" as well as a summary of any material legislative or regulatory developments affecting Act 44 or the tolling of Interstate 80. In the event that audited financial statements are not available within 180 days of the close of the applicable fiscal year, the Annual Financial Information will contain unaudited financial statements and the audited financial statements will be provided for filing when available.

The Disclosure Undertaking will also provide that the Commission will file in a timely manner, with the Municipal Securities Rulemaking Board (the "MSRB"), notice of the occurrence of any of the following events with respect to the 2009A Bonds, if material: (i) principal and interest payment delinquencies; (ii) non-payment related defaults; (iii) unscheduled draws on debt service reserves reflecting financial difficulties; (iv) unscheduled draws on credit enhancements reflecting financial difficulties; (v) substitution of credit or banks, or their failure to perform; (vi) adverse tax opinions or events affecting the tax-exempt status of the 2009A Bonds; (vii) modifications to rights of holders of the 2009A Bonds; (viii) 2009A Bond calls; (ix) defeasances; (x) release, substitution, or sale of property securing repayment of the 2009A Bonds; and (xi) rating changes. The foregoing events are quoted from Rule 15c2-12.

The SEC requires the listing of (i) through (xi) in the preceding paragraph, although some of such events are not applicable to the 2009A Bonds. For instance, items (iv) and (v) are not applicable to the 2009A Bonds because there is no credit enhancement providing for the payment of the 2009A Bonds and item (vi) is not applicable to the 2009A Bonds because the interest on the 2009A Bonds is not excludable from gross income for federal income tax purposes.

In addition, the Commission shall give notice in a timely manner to the MSRB and a SID, if any, of any failure to provide such annual financial information on or before the date specified for such filing. Also, any filing to be made to a Repository pursuant to the requirements of the Disclosure Agreement on or prior to June 30, 2009, may be made solely by transmitting such filing to the Texas Municipal Advisory Council (the "MAC") as provided at <http://www.disclosureusa.org> unless the United States Securities and Exchange Commission has withdrawn the interpretive advice in its letter to the MAC dated September 7, 2004. On and after July 1, 2009, the MSRB's Electronic Municipal Market Access System ("EMMA"), accessible at <http://emma.msrb.org>, will be the sole NRMSIR.

The Commission may amend the Disclosure Undertaking and waive any of the provisions thereof, but no such amendment or waiver shall be executed and effective unless (i) the amendment or waiver is made in connection with a change in legal requirements, change in law or change in the identity, nature or status of the Commission or the governmental operations conducted by the Commission; (ii) the Disclosure Undertaking, as modified by the amendment or waiver, would have been the written undertaking contemplated by Rule 15c2-12 at the time of original issuance of the 2009A Bonds, taking into account any amendments or interpretations of Rule 15c2-12; and (iii) the amendment or waiver does not materially impair the interests of the Registered Owners of the 2009A Bonds. Evidence of compliance with the foregoing conditions shall be satisfied by delivery to the Commission of an opinion of counsel having recognized skill and experience in the issuance of municipal securities and federal securities law to the effect that the amendment or waiver satisfies the conditions set forth in the preceding sentence. Notice of any amendment or waiver shall be filed by the Commission with each Repository and the State Information Depository, if any, and shall be sent to the Registered Owners of the 2009A Bonds.

The Disclosure Undertaking will recite that it is entered into for the benefit of the Registered Owners from time to time of the 2009A Bonds. For the purposes of the Disclosure Undertaking, for so long as the 2009A Bonds are registered in the name of DTC or its nominee, "Registered Owner" shall mean and include the holder of a book-entry credit evidencing an interest in the 2009A Bonds. Holders of book-entry credits may file their names and addresses with the Commission for the purposes of receiving notices or giving direction under the Disclosure Undertaking.

A default under the Disclosure Undertaking shall not be deemed to be a default under the 2009A Bonds or the Indenture, and the sole remedy to enforce the provisions of the Disclosure Undertaking shall be the right of any Registered Owner, by mandamus, suit, action or proceeding at law or in equity, to compel the Commission to perform the provisions and covenants contained in the Disclosure Undertaking.

The Disclosure Undertaking will terminate (1) upon payment or provision for payment in full of the 2009A Bonds, (2) upon repeal or rescission of Section (b)(5) of Rule 15c2-12, or (3) upon a final determination that Section (b)(5) of Rule 15c2-12 is invalid or unenforceable. A copy of the Disclosure Undertaking is on file at the principal office of the Commission.

The Commission has complied with all of its continuing disclosure requirements pursuant to Rule 15c2-12 with respect to its other series of bonds.

RELATIONSHIPS OF CERTAIN PARTIES

Dilworth Paxson LLP, Co-Bond Counsel, and Bowman Kavulich Ltd., Co-Bond Counsel, have provided legal services to the Commission in various matters. U.S. Bank National Association, the Trustee, has performed other services for the Commission.

UNDERWRITING

Barclays Capital Inc. , on behalf of itself and J.P. Morgan Securities Inc., Morgan Stanley & Co. Incorporated and Merrill, Lynch & Co. (the "Underwriters"), are expected to enter into a purchase contract (the "Purchase Contract") with the Commission pursuant to which the Underwriters will jointly and severally agree, subject to certain customary conditions precedent to closing, to purchase the 2009A Bonds from the Commission at a purchase price equal to \$272,717,151.83 (representing the par amount of the 2009A Bonds less an Underwriters' discount of \$2,282,848.17).

Pursuant to the Purchase Contract, the Underwriters will be obligated to purchase all of the 2009A Bonds if any of such 2009A Bonds are purchased. The 2009A Bonds may be offered and sold to certain dealers (including the Underwriters and other dealers depositing such 2009A Bonds into investment trusts) at prices lower than such public offering prices, and such public offering prices may be changed, from time to time, by the Underwriters. The Commission has agreed to be liable to the Underwriters to the extent of all losses, claims, damages and liabilities arising out of incorrect statements or information contained in this Official Statement or material omissions therein, except for information furnished by the Underwriters, and with respect to certain other matters.

Morgan Stanley, parent company of Morgan Stanley & Co. Incorporated, an underwriter of the 2009A Bonds, has entered into a retail brokerage joint venture with Citigroup Inc. As part of the joint venture, Morgan Stanley & Co. Incorporated will distribute municipal securities to retail investors through the financial advisor network of a new broker-dealer, Morgan Stanley Smith Barney LLC. This distribution arrangement became effective on June 1, 2009. As part of this arrangement, Morgan Stanley & Co. Incorporated will compensate Morgan Stanley Smith Barney LLC for its selling efforts with respect to the 2009A Bonds.

RATINGS

Moody's Investors Service and Standard & Poor's Rating Group have assigned their municipal bond ratings of "Aa3" and "A+", respectively, in each case based on the long-term underlying municipal bond rating of the Commission for the 2009A Bonds.

An explanation of the significance of each of such ratings may be obtained from the rating agency furnishing the same at the following addresses: Moody's Investors Service, 99 Church Street, New York, NY 10007 and Standard & Poor's Rating Group, 25 Broadway, New York, NY 10004. A rating is not a recommendation to buy, sell or hold securities. There is no assurance that such ratings will continue for any given period of time or that they may not be lowered or withdrawn entirely by the rating agencies, or either of them, if, in their or its judgment, circumstances so warrant. Any such downward change in or withdrawal of such ratings, or any of them, may have an adverse effect on the market price of the 2009A Bonds.

LITIGATION

There is no controversy or litigation of any nature now pending or threatened restraining or enjoining the issuance, sale, execution or delivery of the 2009A Bonds, or in any way contesting or affecting the validity of the 2009A Bonds or any proceedings of the Commission taken with respect to the offer or sale thereof, or the pledge or application of any monies or security provided for the payment of the 2009A Bonds, the existence or powers of the Commission or the construction of the Commission's capital improvement program.

The Commission is covered by Act No. 152 approved September 28, 1978 which provides for a limited waiver of sovereign immunity by the Commonwealth. Damages for any loss are limited to \$250,000 for each person or \$1,000,000 in the aggregate.

There are currently approximately 74 open claims for personal injury and/or property damage pending against the Commission, none of which individually or in the aggregate are deemed to expose the Commission to a material risk of loss.

LEGAL MATTERS

Certain legal matters will be passed upon by Dilworth Paxson LLP, Philadelphia, Pennsylvania and Bowman Kavulich Ltd., Philadelphia, Pennsylvania, Co-Bond Counsel. A copy of the form of opinion of Co-Bond Counsel which will be delivered with the 2009A Bonds is set forth in "APPENDIX D - FORM OF OPINION OF CO-BOND COUNSEL." Certain other legal matters will be passed upon for the Underwriters by their counsel, Thorp Reed & Armstrong, LLP, Pittsburgh, Pennsylvania, and for the Commission by its Chief Counsel, Doreen A. McCall, Esquire.

FINANCIAL ADVISORS

The Commission has retained Hopkins & Company, Philadelphia, Pennsylvania, and NW Financial Group, LLC, Philadelphia, Pennsylvania, as Co-Financial Advisors with respect to the authorization and issuance of the 2009A Bonds. The Financial Advisors are not obligated to undertake or assume responsibility for, nor have they undertaken or assumed responsibility for, an independent verification of the accuracy, completeness or fairness of the information contained in this Official Statement. Both Hopkins & Company and NW Financial Group, LLC are independent advisory firms and are not engaged in the business of underwriting, holding or distributing municipal or other public securities.

TRUSTEE

The Commission has appointed U.S. Bank National Association (successor to First Union, National Association), Philadelphia, Pennsylvania, as the Trustee and Authenticating Agent under the Indenture. The obligations and duties of the Trustee are as described in the Indenture. The Trustee has not evaluated the risks, benefits or propriety of any investment in the 2009A Bonds, and makes no representation, and has reached no conclusions, regarding the validity of the 2009A Bonds, the security therefor, the adequacy of the provisions for payment thereof or the tax status of the interest on the 2009A Bonds. The Trustee has relied upon the opinion of Co-Bond Counsel for the validity and tax status of the interest on the 2009A Bonds as well as other matters set out in that opinion. Furthermore, the Trustee has no oversight responsibility, and is not accountable, for the use or application by the Commission of any of the 2009A Bonds authenticated or delivered pursuant to the Indenture or for the use or application of the proceeds of such 2009A Bonds by the Commission.

Under the terms of the Indenture the Trustee shall not be responsible for any loss or damage resulting from any action or inaction taken in good faith in reliance upon an opinion of counsel and the Trustee is liable only for those damages caused by its gross negligence or willful misconduct. Under the Indenture, the Trustee is not required to take notice, and is not deemed to have notice, of any default under the Indenture, unless the Trustee has been specifically notified in writing of such default by the owners of at least 10% in aggregate principal amount of the Outstanding 2009A Bonds affected by such default. All notices or other instruments required by the Indenture to be delivered to the Trustee must be delivered at the corporate trust office of the Trustee. In the absence of any such notice, the Trustee may conclusively assume no Event of Default (as defined in the Indenture) exists, except as expressly stated in the Indenture. The summary of the Trustee's rights, duties, obligations and immunities is not intended to be a complete summary and reference must be made to the Indenture for a complete statement of the Trustee's rights, duties, obligations and immunities.

TAX MATTERS

Federal Income Tax Treatment

Interest on the 2009A Bonds is includible in gross income for Federal income tax purposes.

Additional Federal Income Tax Considerations Relating to the 2009A Bonds

The following is a summary of certain anticipated federal income tax consequences of the purchase, ownership and disposition of the 2009A Bonds. The summary is based upon the provisions of the Code, the regulations promulgated thereunder and the judicial and administrative rulings and decisions now in effect, all of which are subject to change, possibly with retroactive effect, or differing interpretations. This summary does not purport to address all aspects of federal income taxation that may affect particular investors in light of their individual circumstances, nor certain types of investors subject to special treatment under the federal income tax laws, including but not limited to financial institutions, insurance companies, dealers in securities or currencies, persons holding a 2009A Bond as a hedge against currency risks or as a position in a "straddle" for tax purposes, or persons whose functional currency is not the United States dollar. This summary focuses primarily on investors who will hold the 2009A Bonds as "capital assets" (generally, property held for investment within the meaning of Code Section 1221), but much of the discussion is applicable to other investors. Potential purchasers of the 2009A Bonds should consult their own tax advisors in determining the federal, state or local tax consequences to them of the purchase, ownership and disposition of the 2009A Bonds.

Taxability of Stated Interest and Principal. In general, interest payable to holders of 2009A Bonds who are not exempt from federal income tax will be treated as ordinary income, in the year paid, in the case of cash basis taxpayers, or the year accrued, in the case of accrual basis taxpayers. Principal payments on the 2009A Bonds, other than those attributable to any market discount, will be treated as a return of capital.

Acquisition Premium. The holder of a 2009A Bond will be treated as having amortizable bond premium to the extent (if any) by which the holder's initial basis in the 2009A Bond exceeds the outstanding principal amount of the 2009A Bond. Provided that the holder makes an election under Section 171(c) of the Code (or made such an election after October 22, 1986), the amount of any amortizable bond premium may be amortized over the term of the 2009A Bond and treated as a reduction of such holder's taxable interest income from the 2009A Bond each year, in which case the holder's basis in the 2009A Bonds will be reduced by the amortized amount.

The election under Section 171(c) of the Code to amortize bond premium applies to all taxable debt obligations then owned and thereafter acquired by a holder of a 2009A Bond, and may be revoked only with the consent of the Internal Revenue Service. HOLDERS SHOULD CONSULT THEIR OWN TAX ADVISORS REGARDING THE ADVISABILITY OF MAKING AN ELECTION TO DEDUCT AMORTIZABLE BOND PREMIUM AND THE APPROPRIATE METHOD OF MAKING SUCH AN ELECTION.

Market Discount. A holder who purchases a 2009A Bond from a prior holder for a price below the adjusted issue price of the 2009A Bond (which generally will equal the remaining principal amount of such 2009A Bond) will, subject to certain *de minimis* rules, be treated as having purchased the 2009A Bond for a market discount. The amount of any market discount will be deemed to accrue over the remaining maturity of the 2009A Bond in accordance with the constant yield to maturity method of accounting, and will have to be taken into account by the holder of a 2009A Bond as ordinary income for federal income tax purposes. Accrued market discount generally only has to be taken into account as

ordinary income as principal payments are received, or upon the recognition of gain from the disposition of the 2009A Bonds, provided that the holder may elect to include market discount in income as it accrues.

A holder of a 2009A Bond acquired at a market discount may also be required to defer, until the maturity date of such 2009A Bond or its earlier disposition in a taxable disposition, the deduction of a portion of interest that the holder paid or accrued on indebtedness incurred or maintained to purchase or carry the 2009A Bonds. This deferral rule does not apply if the holder of such 2009A Bond elects to include the market discount in income for the tax years to which it relates. Prospective purchasers who intend to purchase 2009A Bonds from an existing holder at a market discount should consult their own tax advisors regarding the inclusion of market discount in taxable income as ordinary income, the election to include market discount in income as it accrues, and the possible deferral of a portion of the interest deductions attributable to indebtedness incurred or maintained to purchase or carry 2009A Bonds purchased at a market discount.

Sale or Redemption of the 2009A Bonds. A holder of a 2009A Bond's tax basis for such 2009A Bond is the price such holder pays for the 2009A Bond, reduced by (a) payments received other than "qualified periodic interest" and (b) amortized bond premium. Gain or loss recognized on a sale, exchange or redemption of a 2009A Bond, measured by the difference between the amount realized and the 2009A Bond's basis as so adjusted, will generally give rise to capital gain or loss if the 2009A Bond is held as a capital asset. Defeasance of the 2009A Bonds may result in a reissuance thereof, in which event a holder will also recognize taxable gain or loss as discussed in the previous sentence. In the case of a subsequent holder, a portion of any gain will generally be treated as ordinary income to the extent of any market discount accrued to the date of disposition which was not previously reported as ordinary income.

Backup Withholding. A holder of a 2009A Bond may, under certain circumstances, be subject to "backup withholding" at a specified rate prescribed in the Code with respect to interest on the 2009A Bonds. This withholding generally applies if the holder of a 2009A Bond (a) fails to furnish the Trustee with its taxpayer identification number ("TIN"); (b) furnishes the Trustee an incorrect TIN; (c) fails to report properly interest, dividends or other "reportable payments" as defined in the Code, or (d) under certain circumstances, fails to provide the Trustee or its securities broker with a certified statement, signed under penalty of perjury, that the TIN provided is his correct number and that the holder is not subject to backup withholding. Backup withholding will not apply, however, with respect to payments made to certain holders of 2009A Bonds, including payment to certain exempt recipients (such as certain exempt organizations) and to certain Nonresidents (as defined below).

The Trustee will report to the holders of 2009A Bonds and to the IRS for each calendar year the amount of any "reportable payments" during such year and the amount of tax withheld, if any, with respect to payments on the 2009A Bonds.

Foreign Holders. Under the Code, interest with respect to 2009A Bonds held by nonresident alien individuals, foreign corporations or other non-United States persons ("Nonresidents") generally will not be subject to the 30 percent United States withholding tax if the Trustee (or other person who would otherwise be required to withhold tax from such payments) is provided with an appropriate statement that the beneficial owner of a 2009A Bond is a Nonresident. The withholding tax, if applicable, may be reduced or eliminated by an applicable tax treaty. However, interest that is effectively connected with a United States business conducted by a Nonresident holder of a 2009A Bond will generally be subject to the regular United States income tax.

INVESTORS WHO ARE NONRESIDENTS SHOULD CONSULT THEIR TAX ADVISORS REGARDING THE SPECIFIC TAX CONSEQUENCES TO THEM OF OWNING 2009A BONDS.

THE FOREGOING SUMMARY AS TO 2009A BONDS IS NOT INTENDED AS AN EXHAUSTIVE RECITAL OF THE POTENTIAL TAX CONSEQUENCES OF OWNING THE 2009A BONDS. PROSPECTIVE PURCHASERS OF THE 2009A BONDS SHOULD CONSULT THEIR TAX ADVISORS WITH RESPECT TO THE FEDERAL, STATE AND LOCAL TAX CONSEQUENCES OF OWNING THE 2009A BONDS. CO-BOND COUNSEL WILL NOT RENDER ANY OPINION WITH RESPECT TO ANY FEDERAL TAX CONSEQUENCES OF OWNING THE 2009A BONDS AND WILL NOT RENDER ANY OPINION AS TO STATE OR LOCAL TAX CONSEQUENCES EXCEPT FOR THE MATTERS SET FORTH UNDER THE CAPTION "STATE TAX MATTERS" BELOW.

State Tax Matters

Under the laws of the Commonwealth as presently enacted and construed, the 2009A Bonds are exempt from personal property taxes in the Commonwealth and the interest on the 2009A Bonds is exempt from Pennsylvania personal income tax and Pennsylvania corporate net income tax. However, under the laws of the Commonwealth as presently enacted and construed, any profits, gains or income derived from the sale, exchange or other disposition of obligations of the Commission, such as the 2009A Bonds, will be subject to Pennsylvania taxes within the Commonwealth.

The 2009A Bonds and the interest thereon may be subject to state or local taxes in jurisdictions other than the Commonwealth under applicable state or local tax laws.

PROSPECTIVE PURCHASERS OF THE 2009A BONDS SHOULD CONSULT THEIR OWN TAX ADVISORS WITH RESPECT TO THE FEDERAL, STATE AND LOCAL INCOME TAX CONSEQUENCES OF OWNING THE 2009A BONDS AND ANY CHANGES IN THE STATUS OF PENDING OR PROPOSED TAX LEGISLATION.

MISCELLANEOUS

The financial data and other information contained herein have been obtained from the Commission's records, audited financial statements and other sources which are believed to be reliable. No guarantee is however given that any of the assumptions, forecasts or estimates contained herein will be realized.

The references herein to the Enabling Acts, the 2009A Bonds, the Indenture, Supplemental Indenture No. 16 and the Continuing Disclosure Undertaking are brief summaries of certain provisions thereof. Such summaries do not purport to be complete and, accordingly, are qualified by reference and are subject to the full texts thereof.

Neither this Official Statement nor any other disclosure in connection with the 2009A Bonds is to be construed as a contract with the holders of the 2009A Bonds. Any statements made in this Official Statement involving matters of opinion or estimates, whether or not expressly so identified, are intended merely as such and not as representations of fact.

PENNSYLVANIA TURNPIKE COMMISSION

By: /s/ Nikolaus H. Grieshaber
Chief Financial Officer

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APPENDIX A

THE PENNSYLVANIA TURNPIKE COMMISSION

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APPENDIX A

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APPENDIX A

THE PENNSYLVANIA TURNPIKE

THE COMMISSION

General

The Commission is an instrumentality of the Commonwealth existing pursuant to an Act of the General Assembly of Pennsylvania approved July 18, 2007, P. L. 169, No. 44 ("**Act 44**") and various Acts of the General Assembly approved on several dates, including the Act of May 21, 1937, P. L. 774, Act 211, the Act of May 24, 1945, P. L. 972; the Act of February 26, 1947, P. L. 17; the Act of May 23, 1951, P. L. 335; the Act of August 14, 1951, P. L. 1232; and the Act of September 30, 1985, P. L. 240, No. 61 ("**Act 61**"), (collectively, the "**Enabling Acts**"). Pursuant to the Enabling Acts, the Commission has the power to construct, operate and maintain the System and to enter into a lease for Interstate 80 with the Department of Transportation of the Commonwealth of Pennsylvania ("**PennDOT**"). Its composition, powers, duties, functions, duration and all other attributes are derived from the Enabling Acts as amended and supplemented by subsequent legislation. The Enabling Acts may be modified, suspended, extended or terminated at any time by further legislation.

The Commission is composed of five members, including one ex-officio member, the Secretary of PennDOT. Mr. Allen D. Biehler is the current Secretary. He was recently elected Chairman of the Commission. Any vacancy in the membership of the Commission (other than the Secretary of Transportation) must be filled by appointment of the Governor, with the advice and consent of two-thirds of the members of the Pennsylvania Senate.

The present members of the Commission and the dates on which their respective terms expire are as follows:

<u>Name</u>	<u>Position</u>	<u>Expiration of Term</u> ¹
Allen D. Biehler	Chairman	Ex-Officio
Timothy J. Carson	Vice Chairman	February 8, 2009
J. William Lincoln	Secretary/Treasurer	May 18, 2008
Pasquale T. Deon, Sr.	Commissioner	June 30, 2010

On June 24, 2009, the Pennsylvania Senate unanimously confirmed A. Michael Pratt's nomination as a new Commissioner and Timothy J. Carson's and J. William Lincoln's nomination for renewed terms.

Act 44 extensively revised and modified earlier legislation, added new authorities and responsibilities and required adoption of a code of conduct for executive-level employees, as well as members of the Commission. As more fully discussed herein, Act 44 obligated the Commission, among other things, to enter into a lease with PennDOT and to make substantial lease payments to PennDOT to provide funds for various transportation needs in the Commonwealth. See particularly "Act 44," "Lease between PennDOT and Commission" and "*Act 44 Payments to PennDOT for Roads, Bridges and Transit.*" In addition, Act 44 granted the Commission the right to lease that portion of Interstate 80 within

¹ Or until their successors are appointed and qualified. As of June 25, 2009, there is one vacancy on the Commission.

the Commonwealth and the option to convert such portion of Interstate 80 to a toll road subject to certain federal approvals, as more fully described in "*Lease Between PennDOT and Commission*" and "*Tolling of Interstate 80*" herein. However, Governor Rendell subsequently proposed a different approach for raising funds for the transportation needs of the Commonwealth, namely, entering into a long-term lease or concession of the System. See "*Pending and Future Legislation and Recent Developments*" for more detail.

The Enabling Acts provide that the Commission shall not be required to pay any taxes or assessments on any property acquired or used by it. It also provides that turnpike revenue bonds issued by the Commission shall not be deemed to be a debt of the Commonwealth or a pledge of the faith and credit of the Commonwealth and that the Commonwealth is not obligated to levy or pledge any form of taxation or make any appropriation for the payment of such bonds. The Commission has no taxing power.

Executive Personnel

Joseph G. Brimmeier has been the Chief Executive Officer since February 2003. Prior to that time, he served as Chief of Staff to former U.S. Representative Ron Klink.

George M. Hatalowich was named the Chief Operating Officer in February 2007. Prior to that time, he was Contracts Administration Manager from 2003 to 2007, Engineering Contracts Supervisor and Agreement Supervisor from 1993 to 2003, and Bridge Design Engineer from 1990 to 1993.

Nikolaus H. Grieshaber was named Chief Financial Officer in June 2008. Prior to that time, he held positions of Director of Treasury Management and Treasury Manager with the Commission. Before joining the Commission in 2000, he was a finance manager and portfolio manager for ADP Capital Management, assistant treasurer for BTR Dunlop Finance, cash manager for Silo, Inc. and investment analyst for American Life Insurance Company.

Frank J. Kempf, Jr. was named Chief Engineer in July 2007. Prior to that time, he held positions of Assistant Chief Engineer- Design and Chief Bridge Engineer with the Turnpike Commission. Before joining the Commission in 1986, he worked as a Bridge Design Engineer for a consulting engineering firm and with PennDOT.

Doreen A. McCall, Esq., has been the Chief Counsel since July 2005. Prior to that time, she served as Chief Counsel to the Pennsylvania Historical and Museum Commission from February 2003 to July 2005 and as Deputy General Counsel in the Governor's Office of General Counsel from April 2000 to January 2003. From September 1996 to April 2000, she was an Assistant General Counsel and from November 1993 to August 1996, she was a staff attorney in the Office of Inspector General.

THE PENNSYLVANIA TURNPIKE

General

The present Pennsylvania Turnpike System (the "***System***") is composed of:

1. the 359-mile Turnpike Mainline traversing the southern portion of Pennsylvania from east to west;
2. the 110-mile north-south section identified as the Northeast Extension;

3. the approximately 16-mile north-south connection, known as the Beaver Valley Expressway, which intersects the Turnpike Mainline in the southwestern portion of the Commonwealth;
4. the approximately 13-mile Amos K. Hutchinson Bypass which adjoins the Turnpike Mainline near the New Stanton Interchange;
5. the 23-mile section of the Mon/Fayette Project and the 8-mile section from the Pennsylvania/West Virginia border to Fairchance, which is located just south of Uniontown; and
6. the 6-mile Southern Beltway project from PA 60 to US 22 (which was opened to traffic to bring the System mileage to 535 miles).

The Turnpike Mainline connects with the Ohio Turnpike at its western terminus and with the New Jersey Turnpike at its eastern terminus. The Turnpike Mainline commences on the eastern boundary of Pennsylvania at the Delaware River Bridge which connects the System to the New Jersey Turnpike. The Turnpike Mainline traverses the state in a westerly direction generally paralleling the southern border of the state immediately north of Philadelphia and south of Harrisburg to the vicinity of Somerset. West of Somerset, the highway follows a northwesterly direction to the northeast of Pittsburgh and to the Ohio state line, south of Youngstown, Ohio.

The System was constructed prior to development of the National Interstate Highway System but portions have been designated as Interstate Routes. However, no Federal Highway Trust Fund monies have been utilized in the construction of the Turnpike Mainline, Northeast Extension, Beaver Valley Expressway or Amos K. Hutchinson Bypass section of the Turnpike. The Turnpike Mainline has been designated as Interstate Route 276 between the area where Interstate Route 95 crosses the Pennsylvania Turnpike System and the Valley Forge Interchange. The portion of the Turnpike Mainline west of the Valley Forge Interchange to the western terminus at the Ohio state line has been designated as Interstate Route 76. In addition, the Turnpike Mainline between the New Stanton and Breezewood Interchanges has been designated as Interstate Route 70. The Northeast Extension has been designated as Interstate Route 476.

The System was constructed and opened to traffic in sections. The original Turnpike Mainline segment between Irwin and Carlisle was opened in 1940. Ten years later, in 1950 the 100-mile section between Carlisle and King of Prussia, was completed and opened. After 1950, construction of new segments of the System occurred at more frequent intervals with the Turnpike Mainline segment in service as of May, 1956. The initial segment of the Northeast Extension between the Turnpike Mainline and the temporary interchange just south of the Lehigh Tunnel was opened in 1955. The final segment, from such interchange to Scranton, was completed and opened for traffic in November, 1957.

The Delaware River Bridge, which connects the Turnpike Mainline with the New Jersey Turnpike System, is owned jointly by The Pennsylvania Turnpike Commission and the New Jersey Turnpike Authority.

The roadway for which the Commission will have operational responsibility will be greatly expanded if the Commission exercises the right granted to it under Act 44 to lease that portion of Interstate 80 (an east-west highway in the Interstate Highway System) within the Commonwealth and receives the necessary federal approvals to convert such portion of Interstate 80 to a toll road, as more fully described in "*Lease Between PennDOT and Commission*" and "*Tolling of Interstate 80*" herein. However, see "*Pending and Future Legislation and Recent Developments*" for other possible developments.

Revenue Sources of the Commission

Tolls. All rates, rents, fees, charges, fines and other income derived by the Commission from the vehicular usage of the System and all rights to receive the same (the "**Tolls**", as defined in the attached APPENDIX F) constitute one of the Commission's three principal streams of revenues. The Tolls are presently pledged to secure the Commission's outstanding turnpike senior revenue bonds (collectively, the "**Senior Revenue Bonds**") and the Senior Indenture Parity Obligations (the Senior Revenue Bonds and the Senior Indenture Parity Obligations, together with any Senior Indenture Subordinated Indebtedness issued under the Senior Indenture, herein collectively the "**Senior Indenture Obligations**") which will be subject to or may be issued under the terms of the Senior Indenture. There are currently \$2,538,170,000 aggregate principal amount of Senior Revenue Bonds Outstanding under the Senior Indenture. Other Senior Parity Obligations include, among other things, interest rate swaps and reimbursement and standby bond purchase agreements. There currently are no Senior Subordinated Obligations. The lien of the Subordinate Indenture in and to the Trust Estate is subordinate to the lien of the Senior Indenture to the Tolls, and therefore all Subordinate Indenture Bonds, and all other Parity Obligations issued by the Commission under the Subordinate Indenture are subordinated to the payment of the Senior Indenture Obligations issued under the Senior Indenture. The Commission may in the future, under the terms of the Senior Indenture, identify in writing certain roads, other than the Mainline Section and the Northeast Extension, as not being part of the System for the purposes of the Senior Indenture. The Tolls are *not* pledged to secure the Oil Franchise Tax Revenue Bonds (as defined below), are *not* pledged to secure the Registration Fee Revenue Bonds (as defined below) and are *not* pledged to secure bonds and other obligations issued under the Subordinate Indenture. The Commission's cash flow from Tolls is only indirectly subject to the lien of the Subordinate Indenture.

Oil Franchise Tax Revenues. The Commission's second principal stream of revenues consists of that portion of the Commonwealth's oil franchise tax revenues (the "**Oil Franchise Tax Revenues**") allocated by statute to the Commission or the holders of the Commission's Oil Franchise Tax Revenue Bonds (the "**Oil Franchise Tax Revenue Bonds**"), a total of \$571,040,000 of which are issued and outstanding. The Oil Franchise Tax Revenue Bonds, the proceeds of which were spent on portions of the Mon/Fayette Expressway and the Southern Beltway, are secured solely by Oil Franchise Tax Revenues. The Oil Franchise Tax Revenues are not pledged to secure any Senior Indenture Obligations (including the 2009A Bonds) any Subordinate Indenture Bonds or any Registration Fee Revenue Bonds.

Registration Fee Revenues. The Commission's third principal stream of revenues consists of that portion of the Commonwealth's vehicle registration fee revenues (the "**Registration Fee Revenues**") allocated by statute to the Commission or the holders of any of the Commission's Registration Fee Revenue Bonds (the "**Registration Fee Revenue Bonds**"), a total of \$447,705,000 of which are issued and outstanding. The Registration Fee Revenue Bonds, the proceeds of which were spent on portions of the Mon/Fayette Expressway and the Southern Beltway, are secured by Registration Fee Revenues. Registration Fee Revenue Bonds are to be paid solely from the Registration Fee Revenues. The Registration Fee Revenues are *not* pledged to secure any Senior Indenture Obligations, including the 2009A Bonds, the Subordinate Indenture Bonds or the Oil Franchise Tax Revenue Bonds.

Neither the Subordinate Indenture Bonds, the Oil Franchise Tax Revenue Bonds nor the Registration Fee Revenue Bonds are secured by or have any interest in the Trust Estate.

Future Sources. In addition to Additional Subordinate Indenture Bonds, the Commission may, from time to time, issue other notes and bonds payable from such sources as may be available so long as the Tolls, the Oil Franchise Tax Revenues securing the Oil Franchise Tax Revenue Bonds or the Registration Fee Revenues securing the Registration Fee Revenue Bonds are *not* pledged to such other

notes and bonds or, if pledged, are pledged on a subordinate basis. The Commission has approved a toll increase in the amount of 25% effective January 4, 2009, and expects to implement annual increases of 3% thereafter. In addition, the Commission anticipates that it will borrow substantial additional funds through the year 2024 for purposes of funding capital expenditures for the System and payments under Act 44 and the Lease. Such borrowings are expected to be undertaken principally under the Senior Indenture and the Subordinate Indenture. These projected toll increases may be revised by the Commission if necessary to meet the then existing debt and operational obligations of the Commission.

The ability of the Commission to repay such borrowings could be adversely affected by many factors, some of which are beyond the control of the Commission. For example, economic circumstances which result in significant declines in motor vehicle acquisition or operating cost increases could adversely affect the number of motor vehicles in use. The cost of fuel could increase which could adversely affect both the number of motor vehicles using the System and the mileage that such vehicles travel. Government regulations, such as Clean Air Act requirements, might also significantly restrict motor vehicle use and therefore diminish Tolls. See "Toll Schedule and Rates" and "Five-Year Financial History" for further information, including information on recent declines in traffic volume and gross fare revenues. See "CERTAIN RISK FACTORS" in the forepart of this Official Statement.

Act 44

On July 18, 2007, Pennsylvania Governor Rendell signed Act 44 into law, creating a "public-public partnership" between the Commission and the Pennsylvania Department of Transportation ("**PennDOT**") to provide funding for roads, bridges and transit throughout the Commonwealth. Under Act 44, a 50-year Lease and Funding Agreement dated as of October 14, 2007 (the "**Lease**") was entered into by the Commission and PennDOT. Many of the terms of Act 44 are required to be set forth in the Lease. See "*Lease Between PennDOT and Commission*".

The General Assembly enacted Act 44 after considering transportation funding proposals by Governor Rendell, which proposals included the leasing of the System to a private party. As described below, subsequent to the enactment of Act 44, Governor Rendell revived consideration of leasing the entire System to private entities in order to generate funds for the Commonwealth's transportation needs. The Governor's office received proposals from interested parties and identified one proposal as the winning bidder, subject to General Assembly approval. In 2008, that proposal expired without legislative action by the General Assembly. Presently, there is no existing or proposed legislative authorization for privatizing the currently-operating portions of the System. Any such transaction would require new legislation substantially revising or repealing Act 44. In the past, certain legislation has been introduced and in the future other legislation may be introduced, which would affect Act 44 if adopted. See "*Recent Developments and Pending and Future Legislation*".

Lease Between PennDOT and Commission. On October 14, 2007 the Commission and PennDOT entered into the Lease as required under the terms of Act 44. The Lease provides for a lease from PennDOT to the Commission of the portion of Interstate 80 located in the Commonwealth. In addition, the Lease contains certain provisions set forth in Act 44, including provisions dealing with the terms and conditions of the conversion of Interstate 80 into a toll road (the "**Conversion**"), subject to the requisite approval of the United States Federal Highway Administration (the "**FHWA**"), and the operation, maintenance, repair and improvement of Interstate 80. The term of the Lease is 50 years.

The Lease grants the unilateral option to the Commission to effectuate the Conversion at any time before the third anniversary of the Lease (the "**Conversion Period**"). The Commission may elect to extend such Conversion Period for three additional one-year periods. The Commission is authorized, with the cooperation of PennDOT, to apply to the FHWA under one of the federal tolling pilot programs for the

right to operate and toll Interstate 80. See "*Tolling Interstate 80*" below. In accordance with the requirements of Act 44, the Lease provides that Interstate 80 will be an "open tolling" system with no more than ten toll collection points, and service plazas will not be permitted in the right-of-way along Interstate 80. After Conversion, all legal, financial and operational responsibility for Interstate 80 would reside with the Commission and all toll revenues subsequently collected, would be paid to the Commission, except as otherwise agreed by the Commission and PennDOT. The Commission's submission to FHWA stated that it planned to spend an average of \$250,000,000 per year on capital improvements to Interstate 80 over a 10-year period if the FHWA approved tolling of Interstate 80.

The Lease also commits the Commission to make certain payments to PennDOT, including \$900 million in fiscal year 2009-10, whether or not Conversion has occurred. Thereafter, the scheduled annual payments increase by 2.5 percent for each fiscal year for the remainder of the 50-year term, with certain credits for Interstate 80 Cost Savings once Conversion has occurred, as described below. All such cash payments are due in equal quarterly installments. The Lease further provides that the Commission is obligated to pay all debt service due with respect to the Guaranteed Bonds, if issued by the Commission; and to pay to PennDOT certain surplus revenues, as described below. As of the date of this Official Statement, the Commission has paid PennDOT all quarterly payments required under the Lease in an aggregate amount of \$1,600,000,000, all of which were financed or reimbursed from the proceeds of Bond Anticipation Notes issued under the Indenture or non-guaranteed Subordinated Indenture Bonds.

Upon Conversion, the cash component of the scheduled annual payment obligation will be offset by an amount equal to \$116,985,856 in fiscal year 2011, reflecting cost-savings to the Commonwealth's Motor License Fund if Interstate 80 becomes a tolled facility ("*Interstate 80 Cost Savings*"). Under Act 44, the Interstate 80 Cost Savings credit (which will be pro-rated for the fiscal year during which Conversion occurs), increases by 4 percent for each fiscal year thereafter.

The Lease prohibits any proceeds of Guaranteed Bonds or revenue from the operation of Interstate 80 (including tolls charged for the use thereof) from being applied to the portions of the payment obligations to PennDOT required to be deposited into the Public Transportation Trust Fund for mass transit.

If the Conversion does not occur by October 14, 2010 (as such date may be extended at the option of the Commission for up to three (3) one-year extension periods), Act 44 provides that the scheduled annual payment obligation will be reduced to \$450 million per fiscal year, and the obligation to pay the annual surplus amount will terminate.

The Commission is required by the terms of the Lease to fix and adjust tolls at levels that will generate revenues (together with other available moneys) sufficient to pay, among other things, amounts to PennDOT pursuant to the Lease when due and other obligations of the Commission.

Act 44 Payments to PennDOT for Roads, Bridges and Transit. Act 44 provides that all required payments under the Lease or as required by Act 44 shall be subordinate obligations of the Commission payable solely from the General Reserve Fund after meeting all other Commission requirements pursuant to any financial documents, financial covenants, liquidity policies or agreements in effect at the Commission. Of the Commission's payments to PennDOT, the Lease provides that \$450 million shall be deposited in the Motor License Fund to be available for roads and bridges in fiscal year 2007-08, \$500 million in fiscal year 2008-09 and \$500 million in fiscal year 2009-10. Thereafter, assuming Conversion occurs, the amount, adjusted for any Interstate 80 Cost Savings, shall increase by 2.5% for each successive fiscal year for the remainder of the 50-year term of the Lease. If Conversion does not occur prior to the end of the Conversion Period, such payments shall drop to \$200 million for each fiscal year thereafter. The balance of the annual payments under the Lease shall be deposited into the Public

Transportation Trust Fund for distribution to Pennsylvania's local and regional public transportation agencies for operating and capital purposes. These amounts to be so deposited pursuant to the Lease are \$300 million in fiscal year 2007-08, \$350 million in fiscal year 2008-09 and \$400 million in fiscal year 2009-10, which amount shall increase by 2.5% for each fiscal year thereafter, assuming Conversion occurs. If Conversion does not occur, such payments will reduce to \$250 million annually. Notwithstanding the foregoing, no portion of the payments of the Commission to be deposited into the Public Transportation Trust Fund may be made with the revenues generated by the Commission from the operation of Interstate 80 or from the proceeds of the Guaranteed Bonds. The first six payments, in the aggregate amount of \$1,175,100,000, were all timely made as required under Act 44. The \$212.5 million payment due on January 31, 2009 and a portion of the \$212.5 million payment due on April 30, 2009 were financed with a portion of the proceeds of the Commission's \$308,035,000 Turnpike Subordinate Revenue Bonds, Series A of 2009 (the "2009 Subordinate Bonds") issued in January of 2009.

Upon the occurrence of the Conversion, the Commission is additionally committed under Act 44 to make annual surplus payments (the "***Annual Surplus Payment***") of the General Reserve Fund Surplus available at the end of each fiscal year, according to a certificate of the Auditor General. The General Reserve Fund Surplus is defined in Act 44 as the amount which (i) is certified by the Auditor General as existing in the Commission's General Reserve Fund on the last day of the fiscal year of the Commission, and (ii) is not required to be retained in the General Reserve Fund pursuant to any financial documents, financial covenants, insurance policies, liquidity policies or agreements in effect at the Commission, including the Senior Indenture and the Subordinate Indenture. Currently, the Lease and Act 44 are inconsistent on the beginning date of the Annual Surplus Payment. The Commission anticipates amending the Lease to match the terms of Act 44.

If Conversion does not occur by the end of the Conversion Period, the Commission's obligation to make payments after the end of the Conversion Period is \$450 million annually over the term of the Lease, with \$200 million to be deposited in the Motor License Fund to be available for roads and bridges and \$250 million to be deposited in the Public Transportation Trust Fund annually to be available for transit.

Issuance of Bonds; Commission Payments. Under the Enabling Acts, including Act 44, the Commission is authorized and empowered, among other things, to issue turnpike revenue bonds, notes or other obligations (either senior on a parity basis or subordinate) to pay (i) pursuant to the Lease, the costs of construction, reconstructing, widening, expanding or extending Interstate 80 or any other costs of Interstate 80 and the System, (ii) certain amounts to PennDOT pursuant to the Lease for purposes of funding PennDOT highway, road and bridge construction and maintenance programs in the Commonwealth, (iii) costs of improvements to the System, and (iv) certain amounts into a Public Transportation Trust Fund pursuant to the Lease to be used exclusively for mass transit programs (provided that, pursuant to the terms of the Lease, the proceeds of any Special Revenue Bonds (also referred to herein and in the Subordinate Indenture as Guaranteed Bonds) may not be applied for payments to mass transit programs).

The bonds authorized to be issued by the Commission under Act 44, after execution of the Lease, include up to \$5 billion of Special Revenue Bonds, as described below. Proceeds of such bonds may be applied toward the satisfaction of the Commission's scheduled annual payment obligations under the Lease and Act 44, except, pursuant to the terms of the Lease, that portion of the annual payment obligations to be deposited in the Public Transportation Trust Fund. The Commission presently intends any such long-term bonds to be issued under the Subordinate Indenture and paid solely from Commission Payments (and therefore to be subordinate to the Senior Indenture Obligations issued under the Senior Indenture). See "*Statutory Limitations on the Incurrence of Guaranteed Bonds*" below.

Pursuant to the terms of the Subordinate Indenture, the Commission covenanted, after payment of all required debt service on all Senior Indenture Obligations and subject to the provisions of the Senior Indenture, to pay to the Subordinate Trustee, and it instructed the Senior Trustee to pay to the Subordinate Trustee, out of the General Reserve Fund established under the Senior Indenture, such amounts as are required by the Subordinate Indenture, by a supplemental indenture to the Subordinate Indenture or by a Parity Swap Agreement to pay, at the times specified, debt service on all outstanding Subordinate Indenture Bonds and the Parity Obligations under the Subordinate Indenture.

Accordingly, the Commission shall instruct and furnish a debt service schedule to the Senior Trustee providing for the payment to the Subordinate Trustee out of available funds held in the General Reserve Fund the amount from time to time necessary to satisfy all required deposits under the Subordinate Indenture to the Commission Payments Fund and to pay debt service on the outstanding Subordinate Indenture Bonds, the Parity Obligations and all other payments required from time to time under the Subordinate Indenture and in a supplemental indenture to the Subordinate Indenture. .

The Guaranteed Bonds will have a subordinate right to payment from Commission Payments to the rights of payment in favor of the holders of the Revenue Bonds issued under the Subordinate Indenture.

The Commission may, from time to time, issue additional bonds, including Revenue Bonds and Special Revenue Bonds, to help satisfy its payment obligations under Act 44. Such obligations, if issued, are anticipated to be issued on a subordinate basis to the Senior Revenue Bonds issued under the Senior Indenture, but will be Parity Obligations of the outstanding Subordinate Bonds issued under the Subordinate Indenture. **APPENDIX E sets forth the existing debt service schedule for the Senior Indenture Bonds.**

Statutory Limitations on the Incurrence of Guaranteed Bonds. Under Act 44, the Commission is authorized to issue, by resolution, Special Revenue Bonds (as defined in §9511.2 of Act 44) up to an aggregate principal amount of \$5 billion, exclusive of original issue discount, for the purpose of paying bond-related expenses and costs of PennDOT, including the costs of highway, road, tunnel and bridge construction, renovation and expansion, including acquisition of land, rights, machinery and equipment and certain finance charges relating thereto, public transportation systems, planning, engineering, administrative and other expenses, and debt service. In addition, no more than \$600 million in aggregate principal amount of such Special Revenue Bonds, exclusive of original issue discount, may be issued in any calendar year. No such bond may be issued unless the Lease is in effect, and no such bond may be outstanding beyond the stated term of the Lease at the time of issuance. Special Revenue Refunding Bonds (as defined in §9511.2 Act 44) shall not be deemed to count against the total or annual maximum issuance volume under Act 44. No Guaranteed Bonds have been issued nor are being issued contemporaneously with the 2009A Bonds.

Should the Commission issue Guaranteed Bonds in the future and then fail to timely pay the debt service on such Guaranteed Bonds, the Subordinate Trustee shall proceed under the terms of Act 44 to notify PennDOT of such default, and PennDOT shall give notice to the Treasurer of the Commonwealth of such deficiency and to request the payment of funds necessary to cure such deficiency only from funds available for such purpose in the Motor License Fund. The Commonwealth has no obligation to appropriate any funds, other than available funds on deposit in the Motor License Fund, for the payment of any such Guaranteed Bonds. The Commission is obligated pursuant to the Lease to reimburse the Treasurer of the Commonwealth for any amounts withdrawn from the Motor License Fund in order to cure a default in the payment by the Commission with respect to the annual debt service on any such Guaranteed Bonds. This reimbursement obligation is subject and junior to the payment obligations of the Commission under the Guaranteed Bonds.

Tolling of Interstate 80. Interstate 80 currently is part of the National Interstate Highway System, traversing northern Pennsylvania for approximately 311 miles from the Delaware Water Gap Bridge over the Delaware River to the Ohio-Pennsylvania state line. Interstate 80, including the portion located in Pennsylvania, is the second longest Interstate Highway route in the United States, connecting downtown San Francisco, California with Teaneck, New Jersey. Pursuant to Act 44, the Commission, in consultation with PennDOT, is authorized to apply, and has applied, to the U.S. Department of Transportation for permission to convert the portion of Interstate 80 which is in Pennsylvania to a toll road.

Act 44 and the Lease require the Secretary to cooperate with the Commission on the Conversion application by ensuring that all information required for the application is made available to the Commission as soon as practicable.

Act 44 grants the Commission the option, at any time before the third anniversary of the Lease, to convert Interstate 80 to a toll road, and thereafter to assume legal, financial and operational responsibility for Interstate 80. The Conversion Period may be extended unilaterally by the Commission for three one-year periods.

Under Act 44, the Commission may give PennDOT notice of the Commission's intent to exercise its option to convert Interstate 80 to a toll road ("***Conversion Notice***") at any time prior to the expiration of the Conversion Period. On the date the Conversion is effective as set forth in the Conversion Notice (the "***Conversion Date***"), the Commission shall receive an annual credit toward its payment obligations under Act 44 for the Interstate 80 operational cost savings (prorated for the fiscal year during which the Conversion occurs), starting at \$116,985,856 for fiscal year 2011, and increasing by 4 percent for each fiscal year after the fiscal year in which the Conversion Date occurs.

Act 44 authorizes an open tolling system with no more than ten toll collection points. The Commission may contract with PennDOT for any portion of the maintenance of Interstate 80 at cost levels agreed to by PennDOT and the Commission. Service plazas are not permitted in the right-of-way along Interstate 80.

The Commission submitted its Preliminary Expression of Interest to the FHWA in August 2007, requesting tolling authority for that portion of Interstate 80 traversing the Commonwealth of Pennsylvania. By a letter dated September 26, 2007, the FHWA replied to the Commission stating that the Interstate System Reconstruction and Rehabilitation Pilot Program (the "***Pilot Program***") is the appropriate tolling pilot program under which the Commission should apply. The Commission submitted to FHWA a joint application with PennDOT on October 13, 2007. On October 15, 2007, Governor Rendell sent a letter supporting the application to United States Department of Transportation Secretary Mary Peters. The FHWA responded to the application with a request for additional information on December 12, 2007. Among FHWA's requests were a clearer identification of the rehabilitation, reconstruction and improvement projects currently being planned for Interstate 80 by the Commission after the Conversion Date, further information of PennDOT's historic funding strategy for Interstate 80, and the completion of consultative meetings held with the metropolitan and rural planning organization through which Interstate 80 passes. The Commission and PennDOT replied to the FHWA on December 20, 2007, and they jointly acknowledged the request for additional information and confirmed their intent to continue seeking federal approval for the Conversion. Representatives of the Commission and PennDOT met with FHWA staff on two occasions during the first half of 2008 to discuss the additional information to be included in the updated application. As a result of these discussions, an amended Phase 1 application, along with a letter of support from Governor Rendell, was submitted to FHWA on July 22, 2008, and certain supplemental information was furnished to FHWA on August 29, 2008.

On September 11, 2008, FHWA sent the Commission and PennDOT a letter stating that it could not approve the Interstate 80 application at that time, because of insufficient information concerning how rental payments for Interstate 80 were determined and whether they are related to the true costs of the leasehold interest. More specifically, FHWA stated that, while it considers a lease payment to a lessor such as PennDOT to be a permitted use of toll revenues, because the FHWA has no information in the form of competitive bids or investment grade traffic and revenue studies stating that the lease payments are related to the market-based costs of the Interstate 80 leasehold interest, the FHWA could not determine that such lease payments are a cost necessary for the proper operation of Interstate 80. The Commission has not yet determined its future course of action.

If the Commission decides not to pursue further the tolling of Interstate 80 and does not extend the Conversion Period, the Conversion Period will lapse on October 14, 2010. In such event, the Commission believes that System revenues should enable it to satisfy its reduced payment obligations as set forth in Act 44 without reliance on any Interstate 80 toll revenues. There can be no assurance that the application will ultimately be approved by FHWA or that a slot in the Pilot Program will be available for the Commonwealth. See "*Recent Developments and Pending and Future Legislation.*"

If the application for Conversion is ultimately approved, PennDOT and the Commission will enter into an agreement with the federal government. The terms of such conversion agreement have not been drafted and there can be no assurance that the proceeds of toll revenue from Interstate 80 may be used to pay some or any portion of the future lease payments due to PennDOT under the Lease. In any event, even if the application for Conversion is ultimately approved, the Commission retains the right to complete or abandon the Conversion.

Rules Relating to Governance and Accountability Under Act 44. Act 44 sets forth certain rules relating to governance and accountability of the Commission, including, but not limited to, the filing of an annual financial plan of the Commission with the Pennsylvania Secretary of the Budget no later than June 1 of each year (the "Financial Plan"), providing updates to the Chairman and Minority Chairman of the Pennsylvania House and Senate Transportation Committees regarding the conversion of Interstate 80, conducting traffic studies to quantify diversion of traffic from Interstate 80 to other roadways as a result of the Conversion, conducting an audit by the Auditor General every four years to be paid for by the Commission and the adoption by the Commission of a comprehensive code of conduct for Commissioners and executive-level employees. The Commission completed its Financial Plan for the 2010 fiscal year and delivered it to the Secretary of the Budget by the June 1 deadline. A complete copy of the Financial Plan can be obtained by contacting the Commission. See discussion in the forepart of the Official Statement under "PENNSYLVANIA TURNPIKE SYSTEM – Act 44 Financial Plan."

Pending and Future Legislation

Pending Legislation in Pennsylvania. House Bill 2593 was introduced into the House and referred to the House Committee on Transportation on June 5, 2008. If enacted, this bill would retroactively have ratified the above-described proposal (which has now expired) and selection process and would have authorized PennDOT to enter into a lease of the Turnpike to a private concessionaire. Among other things, House Bill 2593 gave the Secretary of Transportation of the Commonwealth the right to replace the Turnpike Commissioners at his discretion. House Bill 2593 expired on December 31, 2008 without being voted upon.

On June 26, 2008, Senate Bill 1158 was approved by the Senate by a vote of 49 to 0, authorizing public-private partnership arrangements for certain Commonwealth transportation facilities, but specifically excluding leases, sale or similar agreements for the Turnpike unless specifically authorized by

legislation enacted by the General Assembly. As with House Bill 2593, this bill expired on December 31, 2008 without being acted upon by the House.

The staff of the Commission cannot predict whether either of such bills or other future bills affecting the Commission will be introduced and enacted in the General Assembly.

Federal Legislation. At the federal level, United States Representatives whose districts are traversed by Interstate 80 have urged the U.S. Secretary of Transportation not to approve any application from the Commission and PennDOT to convert Interstate 80 to a toll road.

On February 13, 2009, Congressman Glenn Thompson from the 5th District of Pennsylvania, introduced H.R. 1071 which would prohibit the imposition and collection of tolls on existing interstate highways constructed with federal funds. The legislation was referred to the House Committee on Transportation and Infrastructure and the House Subcommittee on Highway and Transit. No other reported action has been taken on this legislation.

On May 21, 2009, Senator Kay Bailey Hutchison, R-TX, introduced Senate Bill 1115 which would prohibit the imposition of any tolls on any segment of highway constructed with federal funds where construction is complete, the highway is in active operation, and is not tolled.

In the future, additional legislation may be introduced in the U.S. Congress that could adversely affect the conversion or the tolling of Interstate 80. At present, the Commission is not aware of any additional pending legislation in Congress.

Interchanges and Service Areas

The Pennsylvania Turnpike System has a total of 57 interchanges which connect it with major arteries and population centers in its 531 mile traffic corridor. Thirty of the interchanges are located on the Turnpike Mainline, including Turnpike Mainline barriers at the New Jersey and Ohio state lines, and 10 interchanges are situated on the Northeast Extension. The additional 17 interchanges are located on the 3 extensions previously noted. There are currently 19 service plazas along the Pennsylvania Turnpike System providing gasoline and diesel fuel, other automotive supplies and services and restaurant services. The Pennsylvania Turnpike Commission has negotiated long-term leases with HMSHost Restaurants, LLC and Sunoco, Inc. to design, reconstruct, finance, operate and maintain the Commission's Service Plazas. The two companies are expected to invest approximately \$190 million in the project over a five-year period, at no cost to the Commission.

Toll Schedule and Rates

The current System generally employs a closed or ticket system method for toll collection. Tolls are determined on the basis of the length of the trip and vehicle class. There are 9 vehicle classes determined either by axles or, in the case of commercial vehicles, by axles and weight. Historically, all drivers were issued a ticket upon entering the System and were required to surrender the ticket and pay the appropriate toll upon exiting. Electronic toll collection methods, however, have been implemented throughout the System. See "THE PENNSYLVANIA TURNPIKE – E-ZPass."

Between 1957 and 2008, the Commission implemented only 5 revisions in its toll schedule, effective on September 1, 1969, August 1, 1978, January 2, 1987, June 1, 1991 and August 1, 2004. On August 1, 2004, Turnpike tolls increased by 1.8 cents per mile for passenger vehicles from 4.1 to 5.9 cents per mile. Commercial vehicles had an average increase of 5.3 cents per mile. Such toll increase was consistent with the rate of inflation over the 13 years since the Commission's prior toll increase in

1991. All revenue generated by such toll increase have been used to fund capital improvements to the Turnpike's roads, tunnels and other system upgrades. On July 22, 2008, the Commission approved a toll increase in the amount of 25% which became effective on January 4, 2009, with the expectation that it would implement annual increases of 3% thereafter. Such toll increase will be used to provide funds for payments under the Lease and other Act 44 purposes. In addition, the Commission anticipates that it will borrow substantial additional funds in the future.

The following Table I illustrates the current tolls and per mile rates applicable to each vehicle class for a trip on the Mainline Section from Interchange 1 through Interchange 358.

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TABLE I
Current Tolls and Per Mile Rates for a Mainline
Roadway East - West Complete Trip
(Delaware River Bridge - Warrendale (Ticket System))

Vehicle Toll Class	Gross Vehicle Weight (Thousand Pound)	Current Toll	Per Mile Rate
1	1-7	\$24.70	\$0.075
2	7-15	36.25	0.110
3	15-19	45.00	0.137
4	19-30	52.50	0.160
5	30-45	73.75	0.224
6	45-62	93.75	0.285
7	62-80	133.75	0.407
8	80-100	175.00	0.532
9	Over 100	992.00	3.015

Note: The above rates represent an “East-West” trip for the ticket system toll rate between Warrendale (#30) and the Delaware River Bridge (#359) interchanges. The Gateway Barrier toll rate is based on five axle classes and is computed separately from the ticket system. The 2009 toll rate is \$3.75 for the first two axles and \$3.75 for each additional axle. The rates do not increase above six axles.

Act 44 requires the Commission to fix toll rates such that revenues from tolls and other sources to the Commission are sufficient to pay the cost of the System's operation, construction, expansion and maintenance, all Commission obligations and interest thereon, sinking fund requirements of the Commission, other requirements in any trust indentures, notes or resolutions, payments to the Pennsylvania Department of Transportation under the Lease and any repayment to the Federal Government with respect to the conversion of Interstate 80 to a toll road.

If the Commission ultimately receives approval from the FHWA to convert Interstate 80 to a toll road, additional toll revenues could be generated from Interstate 80. However, under the provisions of the Pilot Program, the Commission believes that Interstate 80's financial operations would need to be separate from those of the System. If an application for conversion is ultimately approved, PennDOT and the Commission will enter into an agreement with the federal government concerning the operation of Interstate 80, including the use of the proceeds of toll revenue from Interstate 80. There can be no assurance that such agreement will authorize or permit the use of the proceeds of toll revenue from Interstate 80 to pay some or any portion of the future payments due to PennDOT under the Lease. See "*Tolling of Interstate 80*" above.

Five-Year Financial History

The following tables II and III summarize the financial history of the System for the five fiscal years from 2004 to 2008. The financial statements are a combination of cash basis financial statements with certain accruals included. Tables II and III should be read in conjunction with the financial statements prepared in accordance with generally accepted accounting principles and related notes included in "APPENDIX B – AUDITED 2008 AND 2007 FINANCIAL STATEMENTS".

TABLE II
Number of Vehicles and Fare Revenues - Summarized by Fare Classification
(000's Omitted)

Number of Vehicles				Fare Revenues				
<u>Year Ended</u>								<u>Net Fare</u>
<u>May 31:</u>	<u>Passenger</u>	<u>Commercial</u>	<u>Total</u>	<u>Passenger</u>	<u>Commercial</u>	<u>Total</u>	<u>Discount</u>	<u>Revenues</u>
2004	163,612	24,407	188,019	\$228,515	\$191,801	\$420,316	\$11,572	\$408,744
2005	163,316	25,109	188,425	\$309,032	\$252,097	\$561,129	\$15,971	\$545,158
2006	160,421	25,403	185,824	\$321,268	\$286,140	\$607,408	\$18,771	\$588,637
2007	160,107	25,316	185,423	\$322,781	\$294,836	\$617,617	\$24,975	\$592,642
2008	164,097	25,455	189,552	\$327,761	\$291,389	\$619,150	\$20,224	\$598,926

Although the numbers for the fiscal year ended May 31, 2008 suggest a nominal increase in gross fare revenues over the previous fiscal year, as well as an increase in traffic volume over the previous fiscal year, on an unaudited basis, the preliminary traffic volume data for the fiscal year ended May 31, 2009, reflect a decline of 1.8% in traffic volume and a 2.8% increase in gross fare revenues notwithstanding the 25% toll increase implemented in January 2009. The staff of the Commission believes that this result may be attributed primarily to the general economic recession and also to increased fuel prices in 2008. The staff of the Commission further believes that traffic volume and revenue will continue to be impacted by economic factors. See APPENDIX F – TRAFFIC AND REVENUE STUDY, for a further discussion of this decline in volume.

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TABLE III
Summary of System Revenues and Operating Expenditures Before Interest and Other Charges ¹
(000's Omitted)
Years Ended May 31

	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Revenues					
Net Toll Revenues	\$408,744	\$545,158	\$588,637	\$592,642	\$598,926
Concession Revenues	10,793	10,923	8,486	3,877	3,212
Interest Income (non bond proceeds)	5,667	7,139	8,400	13,142	13,566
Miscellaneous	<u>8,241</u>	<u>15,393</u>	<u>12,484</u>	<u>11,925</u>	<u>17,699</u>
Total Revenues	\$433,445	\$578,613	\$618,007	\$621,586	\$633,403
Operating Expenditures					
Turnpike Patrol	\$24,648	\$25,278	\$28,965	\$30,735	\$31,977
General & Administrative	14,677	15,247	15,438	16,670	19,870
Normal Maintenance	52,368	51,226	53,095	57,110	63,653
Employee Benefits & Other Misc. Items	35,301	38,940	41,833	46,112	65,865
Fare Collection	55,266	54,681	55,149	55,007	60,348
Traffic Services, Safety & Communications	<u>27,387</u>	<u>33,396</u>	<u>37,339</u>	<u>37,872</u>	<u>37,295</u>
Total Operating Expenditures	\$209,647	\$218,768	\$231,819	\$243,506	\$279,008
Revenues less Operating Expenditures	\$223,798	\$359,845	\$386,188	\$378,080	\$354,395
Annual Debt Service Requirement	\$83,350	\$88,112	\$97,654	\$111,543	\$126,058
Coverage Ratio	2.69	4.08	3.95	3.39	2.81
Transfer to the Reserve Maintenance Fund	\$132,000	\$245,000	\$249,220	\$256,000	\$280,000

(1) This summary of revenues and operating expenditures is not intended to present results of operations in conformity with generally accepted accounting principles.

In light of traffic volume and revenues continuing to be adversely impacted by general economic conditions (as discussed on the preceding page), the staff of the Commission has reviewed various cost reduction initiatives, including, among other things, staff reductions through attrition, elimination of vacant positions, elimination of positions which are no longer required, and early retirement programs.

Due to such review, the operating budget for fiscal year 2009 was not approved by the Commission until February 2009. The approved budget for fiscal year 2009 reflects an increase over the prior fiscal year of 4.1%. Preliminary indicators reflect that actual operating expenses for fiscal year 2009 grew by 2.8% over fiscal year 2008. The operating budget for fiscal year 2010 was approved by the Commission in June 2009 and reflects an increase over the prior fiscal year of 1.6%. This projected increase is one of the smallest changes approved by the Commission over the past 10 years.

Budget Process

The Commission's Finance Department develops preliminary budget information for all Commission departments. This information is provided to each of the respective departments for their review and to enable them to make any proposed revisions for their budget requests. The

information is then returned to the Finance Department and a Commission-wide preliminary budget is prepared. This budget is reviewed by senior management and, in cooperation with the respective departments, revisions are made when necessary to conform to the annual financial plan. The final recommended budget is then presented to the Commission for formal approval.

In addition, Act 44 requires the Auditor General of the Commonwealth to conduct an audit of the accounts of the Commission and to review its performance, procedures, operating budget, capital budget and debt every four years. Act 44 also requires the Commission to prepare and submit to the Secretary of the Budget a financial plan no later than June 1 of each year for the ensuing Fiscal Year, describing its proposed operating and capital expenditures, borrowings, liquidity and other financial management covenants and policies, estimated toll rates and all other revenues and expenses. The financial plan is to demonstrate that the Commission's operation in accordance with the plan can be reasonably anticipated to have unencumbered funds sufficient to make all payments due to the PennDOT under Act 44 and the Lease in the upcoming year after all other Commission Obligations have been met. Any deviations and the causes therefor in prior year plans must be explained.

Financial Policies and Guidelines

The Commission originally adopted its first Investment Policy and Guideline for the investment of cash assets on June 6, 1997. The Commission approved an amendment to the Investment Policy effective November 7, 2002 that permitted the use of additional types of eligible securities consistent with the Amended and Restated Trust Indenture entered into in 2001. The policy statements set forth the purpose, objectives, and guidelines for eligible securities, performance benchmarks, periodic reviews and amendments with respect to investments. (See Note 4, "Cash and Investments - Concentration of Credit Risk" in the Notes to Financial Statements (Years Ended May 31, 2008 and 2007) in APPENDIX B for a discussion of the Commission's concentration of credit risk to particular issuers.

The Commission adopted three Financial Policies on April 20, 2004: a Debt Management Policy, an Interest Rate Swap Management Policy and a Liquidity Standard Policy. These financial management policies were developed in recognition of the increasing financial sophistication of the Commission with respect to its debt structure and to provide guidance governing the issuance, management, on-going evaluation and reporting of all debt obligations.

The Commission's Interest Rate Swap Management Policy ("**Swap Policy**") establishes guidelines for the use and management of all interest rate management agreements, including, but not limited to, interest rate swaps, swap options, caps, collars and floors (collectively "**Swaps**" or "**Agreements**") incurred in connection with the incurrence of debt. The Commission may change the Swap Policy in its sole discretion.

The Swap Policy authorizes the Commission to use Swaps to hedge interest rate movement, basis risk and other risks, to lock-in a fixed rate or, alternatively, to create synthetic variable rate debt. Swaps may also be used to produce interest rate savings, limit or hedge variable rate payments, alter the pattern of debt service payments, manage exposure to changing market conditions in advance of anticipated bond issues (through the use of anticipatory hedging instruments) or for asset/liability matching purposes. Key elements of the Swap Policy include the following:

Swap Counterparties - Credit Criteria. The Commission will make its best efforts to work with qualified Swap counterparties that have a general credit rating of: (i) at least "A3" or "A-" by two of the nationally recognized rating agencies and not rated lower than "A3" or "A" by any nationally recognized rating agency, or (ii) have a "non-terminating" "AAA" subsidiary as rated by at least one nationally recognized credit rating agency.

Term and Notional Amount. For Swaps tied to an issued series of bonds, the term of the Swap agreement shall not extend beyond the final maturity date of the related bonds. The total net notional amount of all Swaps related to a bond issue should not exceed the amount of outstanding bonds. In calculating the net notional amount, netting credit shall be given to any Swaps that offset each other for a specific bond transaction.

Security and Source of Repayment. The Commission may use the same security and source of repayment (pledged revenues) for Swaps as is used for the bonds that are hedged by the Swap, if any, but shall consider the economic costs and benefits of subordinating the Commission's payments and/or termination payment under the Swap. The Commission shall consult with Bond Counsel regarding the legal requirements associated with making the payments under the Swap on a parity or non-parity basis with outstanding Commission debt.

Prohibited Agreements. The Commission will not use Agreements that:

- (1) Are speculative or create extraordinary leverage as risk;
- (2) Lack adequate liquidity to terminate without incurring a significant bid/ask spread; or
- (3) Provide insufficient price transparency to allow reasonable valuation.

Annual Swap Report. The Commission's Chief Financial Officer, in consultation with the Commission's Financial Advisor, Swap Advisor and Bond Counsel, will evaluate the risks associated with outstanding Swaps at least annually and provide to the senior executives and the Commissioners a written report of the findings based upon criteria set forth in the Swap Policy.

Disclosure and Financial Reporting. The Commission will ensure that there is full and complete disclosure of all Swaps to rating agencies and in disclosure documents. Disclosure in marketing documents, including Bond offering documents, shall provide a clear summary of the special risks involved with Swaps and any potential exposure to interest rate volatility or unusually large and rapid changes in market value. With respect to its financial statements, the Commission will adhere to the guidelines for the financial reporting of Swaps, as set forth by the Government Accounting Standards Board or other applicable regulatory agencies.

The Commission has a number of interest rate exchange agreements with respect to certain series of the Senior Revenue Bonds as well as with respect to certain series of its Registration Fee Revenue Bonds and Oil Franchise Tax Revenue Bonds. See "APPENDIX B – AUDITED FINANCIAL STATEMENTS: 2008 AND 2007". As of June 5, 2009, the aggregate market value of such Swaps to the counterparties thereto from the Commission was calculated to be approximately \$90,860,776.

There are a number of risks associated with Swaps that could affect the value of the Swaps, the ability of the Commission to accomplish its objectives in entering into the Swaps and the ability of the Commission to meet its obligations under the Swaps. These risks include, among others, the following: counterparty risk – the failure of the counterparty to make required payments; credit risk – the occurrence of an event modifying the credit rating of the Commission or its counterparty; termination risk – the need to terminate the transaction in a market that dictates a termination payment by the Commission; tax risk – the risk created by potential tax events that could affect Swap payments; and basis risk – the mismatch between actual variable rate debt service and variable rate indices used to determine Swap payments. The Commission actively monitors the degree of risk and exposure associated with the Swaps to which it is a party but can offer no assurances that compliance with its Swap Policy will prevent the Commission from suffering adverse financial consequences as a result of these transactions.

E-ZPass Lanes

The Commission has installed E-ZPass, a form of electronic toll collection, throughout the System. Not only has E-ZPass enhanced safety and convenience for users of the System, the technology has improved traffic flow and reduced congestion at the System's busiest interchanges, especially in southeastern Pennsylvania. Express E-ZPass lanes have been constructed at three interchanges and permit E-ZPass customers to travel through the toll plaza at highway speeds. In addition, E-ZPass customers traveling in twelve other states that have implemented E-ZPass technology are able to use E-ZPass. Currently, E-ZPass is available on the entire Turnpike system, including the western extensions. The Commission has not experienced material problems in connection with the installation or operation of the E-ZPass system.

To help ensure, protect and preserve the collection of toll revenue due to the Commission, a violation enforcement system (VES) has been installed at all interchanges where E-ZPass has been installed to identify violators (customers who travel through E-ZPass lanes and do not have E-ZPass) and motorists with problem tags that result in no reads. VES enables the Commission to collect appropriate tolls and other additional fees relating to the evasion of fares through E-ZPass lanes and other causes of non-payment. Act 44 includes new enforcement provisions for E-ZPass, including, among other things, certain evidentiary presumptions with respect to whether the operator of a vehicle using E-ZPass fails to pay the prescribed toll, procedures for notifying the vehicle operator of the violation charged, evidentiary standards for determining if a violation occurred and civil liability amounts of the vehicle owner for violations.

The Commission's annual revenues from E-ZPass drivers increased to \$364,713,950 during the fiscal year ending May 31, 2008 from \$346,381,937 for the fiscal year ending May 31, 2007. The Commission's annual revenue from ticketed drivers (i.e. those not using E-ZPass) decreased to \$254,436,050 from \$271,234,559 during the same period. The Commission expects that E-ZPass will continue to increase.

The Commission is a member of the E-ZPass Interagency Group (IAG), a coalition of toll authorities throughout the United States. The Interagency Group includes the following agencies: Peace Bridge Authority; Burlington County Bridge Commission; Skyway Concession Company LLC (Chicago Skyway); Delaware Department of Transportation; Delaware River and Bay Authority; Delaware River Joint Toll Bridge Commission; Delaware River Port Authority; Illinois State Toll Highway Authority; ITR Concession Company (Indiana Turnpike); Maine Turnpike Authority; Maryland Transportation Authority; Massachusetts Turnpike Authority; Massachusetts Port Authority; Metropolitan Transportation Authority Bridges & Tunnels; New Hampshire Department of Transportation, Bureau of Turnpikes; New Jersey Turnpike Authority; New York State Bridge Authority; New York State Thruway Authority; Port Authority of New York and New Jersey; South Jersey Transportation Authority; Virginia Department of Transportation; and West Virginia Parkways Authority. The Ohio Turnpike Commission recently joined and will implement its E-ZPass system in 2009.

New highway construction projects, such as the Mon/Fayette Expressway and Southern Beltway, are being designed and built to be compatible with the introduction of the E-ZPass system. The installation of the E-ZPass system has required the incorporation of innovative technologies into a single toll system that uses hardware and software adaptable to future technologies. The Commission has a contract, extending through 2009, with TransCore Company for the design, installation and maintenance of the E-ZPass system software and hardware and the operation of the E-ZPass Customer Service and Violations Processing Centers. The E-ZPass system implementation is a

major component of the Commission's Ten-Year Capital Plan. Plans call for enhancements to E-ZPass lane signage and design of additional Express E-ZPass lanes.

Slip Ramps

The Commission has constructed an alternative interchange (a "*Slip Ramp*") near the Fort Washington Interchange. Such unmanned ramps, designed for the exclusive use of E-ZPass customers, are expected to reduce congestion at the Turnpike's busier interchanges and similarly are expected to provide better access to industrial parks and job centers. The Commission is considering the construction of slip ramps in other growing areas as well. Slip ramp locations currently in design include Route 29 in Chester County, near the Great Valley Corporate Center; Route 903 in Carbon County; Philadelphia Park in Bucks County; and the Lansdale Interchange in Montgomery County.

Personnel and Labor Relations

As of May 1, 2009, the Commission employed 2,211 persons, consisting of 450 management employees, 1,591 union members, and 170 temporary employees. Seventy-seven and seven-tenth percent (77.7%) of all employees are engaged in maintenance operations and fare collection. The civil service requirements applicable to the state government do not apply to employees of the Commission.

The Commission is a party to three collective bargaining agreements and one memorandum of understanding with Teamsters' Local Unions covering central office, field, and first level supervisory personnel. The three collective bargaining agreements became effective on October 1, 2007 and expire on September 30, 2011. The memorandum of understanding has no termination date. Since union representation began, the Commission has experienced one work stoppage which occurred on November 24, 2004 and lasted for 7 days.

Retirement Plan

Substantially all employees of the Commission are covered by the State Employee's Retirement System of the Commonwealth. The costs of the contributory plan are paid by the Commission quarterly based upon a stipulated contribution rate. Participating agency contributions, including those for the Commission, are mandated by statute and are based upon an actuarially determined percentage of gross pay that is necessary to provide the State Employee's Retirement System with assets sufficient to meet the benefits to be paid to the State Employee's Retirement System members. Retirement plan contributions, which are treated as an operating expense of the System, total \$3,813,689 for Fiscal Year 2007 with a contribution rate of 3.29% for Class "AA" and 2.64% for Class "A" employees from June 2006 to July 2007. The rate for June 2006 was 2.37% for Class "AA" and 1.9% for Class "A" employees. The Commission's contribution rate for Fiscal Year ending May 31, 2008 was 3.28% for Class "AA" employees and 2.63% for Class "A" employees. The current rate was effective July 1, 2008.

The State Employees Retirement System ("SERS") has recently advised the Commission that, based on the assumptions and forecasts of SERS, the employer contribution rates, including those of the Commission, are projected to increase from the current contribution rate of 4% of payroll to approximately 33.5% of payroll in Fiscal Year 2014. Based on these projections, which assume an 8% investment return, the Commission's annual contribution would increase from approximately \$4,000,000 in Fiscal Year 2010 to approximately \$30,000,000 in Fiscal Year 2014, which represents approximately 3% of estimated revenues in that Fiscal Year. SERS projects that contribution rates will gradually decrease thereafter to approximately 20% of payroll in Fiscal Year 2035. The Commission will continue to monitor these projected increases and to evaluate its options to minimize their impact.

Other Post Employment Benefit Liabilities

Historically, the Commission has funded its post-employment benefit liabilities on a pay-as-you-go basis. In accordance with the pronouncements of the Governmental Accounting Standards Board applicable to the Commission, the Commission began reporting its unfunded actuarial accrued liabilities for health care and other non-pension post-employment benefits ("**OPEB**") and its annual OPEB cost each year commencing with its audited financial statements for the fiscal year ending May 31, 2008. The Commission's unfunded actuarial accrued OPEB liability as of March 1, 2008, was \$214.1 million using an 8% discount rate and assuming that the annual required contribution would be invested in an irrevocable separate trust account. The Commission's annual required contribution for fiscal year 2009 is estimated to be \$29.0 million. The Commission is required to have biennial actuarial valuations of its OPEB obligations.

CAPITAL IMPROVEMENTS

Act 61 Projects

In 1985, the General Assembly of the Commonwealth enacted Act 61 that, among other things, authorized and empowered the Commission to undertake the construction of new projects and to operate them as part of the System. Although Act 44 repeals Act 61, it further provides that all activities initiated under Act 61 shall continue and remain in full force and effect and may be completed under Act 44.

Ten Year Capital Plan

The Commission has a Ten Year Capital Plan, consisting of Highway, Information Technology and Infrastructure support programs, which it updates each year. **The current Ten Year Capital Plan for Fiscal Year 2009-2010 is included below.** The Highway program consists of roadway, bridge, tunnel and toll plaza/interchange projects. The Information Technology program consists of toll collection, communication, Intelligent Transportation Systems (ITS) and other electronic information management projects. The Infrastructure Support Program consists of facilities and large, heavy or high-value equipment needs.

The highest priority highway project is the ongoing full depth roadway total reconstruction of the east/west Mainline and Northeast Extension. This work includes the reconstruction of the roadway, the widening of the median, and the replacement of both mainline and overhead bridges. To date, approximately 60 miles of total reconstruction has been completed and approximately 8 miles are currently in construction. The Reconstruction from Valley Forge Interchange (Milepost 326.0) to Norristown Interchange (Milepost 333.0) was completed in 2008. Reconstruction from Gateway Interchange (Milepost 1.5) to Irwin Interchange (Milepost 67.0) to New Stanton Interchange (Milepost 75.0) and from Milepost 210.0 to 215.0 is currently underway. The Commission currently plans to spend approximately \$2.0 billion on total reconstruction projects and about \$865 million on various bridge projects over the next ten years.

The replacement of the Lehigh River and Pohopoco River Bridges on the Northeast Extension was awarded in 2008 and construction will start in 2009. The replacement of the Gettysburg, Lebanon/Lancaster and Harrisburg East Toll Plazas were all completed in 2008.

The Information Technology program includes funding of \$241 million over the next ten years to address the Commission's Information Technology needs including toll collection projects,

communication, application development and technical operational needs. One of the primary initiatives of the Information Technology Program is a project to replace the Commission's core financial and administrative systems with an Enterprise Resource Planning (ERP) system software package. The Commission is in the process of implementing SAP to provide a set of integrated business process supported by multi-module application software with a centralized data repository.

The Infrastructure Support Program includes funding of \$366 million has been programmed to repair and place the aging facilities of the Commission. This commitment will ensure that adequate equipment and facilities are in good repair to support the maintenance of the Turnpike.

Mon/Fayette Expressway and Southern Beltway

Four projects constructed as part of the Mon/Fayette Expressway are in operation. One is a six-mile toll road between Interstate Route 70 and U.S. Route 40 in Washington County. This project was built by PennDOT and turned over to the Commission upon its opening in 1990. The second is an eight-mile section of toll road from the Pennsylvania/West Virginia border to Fairchance, which is located just south of Uniontown. The third project is a 17 mile section of the Mon/Fayette Expressway from Interstate Route 70 in Washington County to Pennsylvania Route 51 in Allegheny County. In 2008, approximately 8 miles of the Uniontown to Brownsville Mon/Fayette Project opened in Fayette County, north of Uniontown. These are now part of the System.

Two other projects will complete the entire Mon/Fayette Expressway. The remaining 7 miles of the Uniontown to Brownsville Project is now under construction and is scheduled to open in 2012. A 24 mile section, extending from Pennsylvania Route 51 to Interstate Route 376 in Pittsburgh, received environmental clearance in December 2004. Final design is currently underway. Right-of-way acquisition and construction cannot be started until additional funding is identified.

When completed, the Mon/Fayette Expressway will extend from Interstate Route 68 in West Virginia to Interstate Route 376 near Pittsburgh, a distance of approximately 65 miles.

The proposed Southern Beltway is to be constructed from the Mon/Fayette Expressway, near Finleyville, extending as part of a beltway south of Pittsburgh to Pennsylvania Route 60 at the Pittsburgh International Airport. It is composed of three distinct projects. The project from PA 60 to U.S. 22 (also known as the Findlay Connector) opened to traffic in late 2006. The project from U.S. 22 to I-79 received environmental clearance for its 13.3 miles in September, 2008 and is in final design; right-of-way acquisition began in late 2008. The remaining Southern Beltway project, from I-79 to the Mon/Fayette Expressway, received environmental clearance in May 2009.

The proceeds of the Commission's Oil Franchise Tax Bonds, Series A and B of 1998 and Series A, B and C of 2003 and the Registration Fee Revenues Bonds, Series of 2001 were applied to fund construction of the Mon/Fayette and Southern Beltway projects. It is anticipated that the remaining costs to complete the Mon/Fayette Expressway and the Southern Beltway will be financed with Oil Franchise Tax Revenues and Registration Fee Revenues along with other funding sources. Although the open sections of the Mon/Fayette Expressway and the Southern Beltway are toll roads, Mainline System Revenues will not be pledged for the financing of their construction.

The Commission has no legal obligation to complete the unfinished portions of the Mon/Fayette and Southern Beltway projects at this time. However, the Commission recently has begun to consider other approaches to completing such projects, due in large part to an estimated cost of \$5.2 billion to complete them. On September 17, 2008, the Commission issued a Request for Concepts/Solutions to complete such projects, noting that it was "seeking innovative public-private partnership

Concepts/Solutions for financing, designing, constructing, operating, and maintaining the un-built 52 miles of the Mon/Fayette Expressway and Southern Beltway.” The purpose of the Request was “to receive submissions that include Concepts/Solutions from teams that can demonstrate the necessary financial capacity and technical expertise to complete all or part of such major projects.” The existing completed portions of the Mon-Fayette Expressway and Southern Beltway accounted for 1.3% of the Commission’s gross System revenue in fiscal 2008 and revenue on the completed portions has been sufficient to cover annual operating expenses.

The Request noted that “There are limited state and federal resources to complete three un-built projects of this program. The two un-built Southern Beltway projects are each approximately thirteen miles in length and the un-built Mon/Fayette Expressway project from PA Route 51 to I-376 is approximately 26 miles in length.” The Commission noted that it welcomed “all innovative ideas for completing all or part of the Mon-Fayette Expressway and Southern Beltway projects.”

The Commission held an informational meeting on September 17, 2008 at which it was reported the Commission requested that interested parties submit their ideas for completing one or more of the unfinished projects by January 15, 2009. It received three responses which are currently under review. A more formal request for proposal is expected to be initiated after the review process. The Commission has reserved the right to consider or reject any and all responses and to amend or abandon the process being considered.

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PENNSYLVANIA TURNPIKE COMMISSION
FISCAL YEAR 2009-2010 TEN YEAR CAPITAL PLAN - ANNUAL PROGRAM DETAIL
(IN MILLIONS OF \$)

CAPITAL PLAN CATEGORY	Current FY 2009-2010	Priority A Year 2-4			Priority B Year 5-7			Priority C Year 8-10			% of Total
		FY 2010-2011	FY 2011-2012	FY 2012-2013	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017	FY 2017-2018	FY 2018-2019	Total
Highway Program											
Roadway	58.0	57.9	57.4	44.3	26.0	38.0	39.2	40.8	49.3	42.7	453.5
Structures	111.8	81.0	51.8	88.1	97.6	105.7	83.1	87.2	95.7	114.4	916.4
Total Reconstruction Program	163.7	151.8	210.7	188.0	199.9	171.1	185.2	191.6	191.2	191.6	1,844.8
Slip Ramp/Interchange Program	33.8	59.3	59.6	65.4	62.1	57.9	64.3	51.6	34.2	21.4	509.7
Highway Misc. Program	14.5	15.2	14.8	8.4	8.7	9.1	9.9	10.5	11.5	11.8	114.5
TOTAL	381.8	365.2	394.3	394.2	394.3	381.9	381.8	381.8	381.8	381.8	3,838.8
Facilities Program											
Re-capitalization Program	3.2	1.3	6.2	20.3	20.9	20.1	8.9	1.6	23.6	22.9	128.9
Sustainment Program	15.4	10.6	11.6	12.2	12.9	13.4	13.9	14.5	15.1	15.7	135.1
Compliance Program	4.8	2.1	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	26.7
New Initiative Program	18.0	25.7	22.9	8.0	6.6	5.5	16.1	22.7	-	-	125.6
TOTAL	41.4	39.6	42.7	42.8	42.7	41.4	41.4	41.4	41.4	41.4	416.3
Fleet Equipment Program											
	9.2	8.8	9.5	9.5	7.3	9.2	9.2	9.2	9.3	9.3	90.6
TOTAL	9.2	8.8	9.5	9.5	7.3	9.2	9.2	9.2	9.3	9.3	90.6
Technology Program											
Functional Business Software Program	6.4	20.9	16.2	14.9	25.5	25.0	12.3	13.0	13.8	14.9	162.8
Infrastructure HW/SW Program	11.5	9.2	6.8	4.6	4.6	5.0	5.0	5.5	4.0	5.9	62.2
Toll Collect/Operations Program	9.6	2.8	1.9	2.0	2.1	1.2	1.3	1.3	1.4	1.4	25.1
TOTAL	27.5	32.9	25.0	21.5	32.2	31.3	18.5	19.7	19.2	22.2	250.1
TOTAL TURNPIKE NEEDS BY YEAR	459.9	446.5	471.5	468.0	476.5	463.8	451.0	452.2	451.7	454.6	4,595.8
											100%

Capacity Needs Study

As part of the Highway Program's Long Range Plan, the Commission updated its mainline capacity needs analysis. The capacity analysis identified needs through 2025. The analysis identified roadway and other deficiencies projected to occur during this period. The results of this study have been incorporated into the needs portion of the Commission's Ten Year Capital Plan.

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APPENDIX B

AUDITED FINANCIAL STATEMENTS: 2008 AND 2007

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BASIC FINANCIAL STATEMENTS

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania
Years Ended May 31, 2008 and 2007
With Report of Independent Auditors

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Basic Financial Statements

Years Ended May 31, 2008 and 2007

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Report of Independent Auditors

The Commissioners
Pennsylvania Turnpike Commission

We have audited the accompanying balance sheets of the Pennsylvania Turnpike Commission, a component unit of the Commonwealth of Pennsylvania, as of May 31, 2008 and 2007, and the related statements of revenues, expenses, and changes in net assets, and cash flows for the years then ended. These financial statements are the responsibility of the Pennsylvania Turnpike Commission's management. Our responsibility is to express an opinion on these financial statements based on our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. We were not engaged to perform an audit of the Commission's internal control over financial reporting. Our audits included consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control over financial reporting. Accordingly, we express no such opinion. An audit also includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management, and evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Pennsylvania Turnpike Commission as of May 31, 2008 and 2007, and the changes in its financial position and its cash flows for the years then ended, in conformity with accounting principles generally accepted in the United States.

As discussed in Notes 7 and 10, the Pennsylvania Turnpike Commission adopted certain required provisions of Governmental Accounting Standards Board (GASB) Statement No. 50, *Pension Disclosures*, and GASB Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*.

Management's Discussion and Analysis and schedule of funding progress for postemployment healthcare benefits are not a required part of the basic financial statements but are supplementary information required by the Governmental Accounting Standards Board. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Ernst & Young LLP

October 2, 2008

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Management's Discussion and Analysis

May 31, 2008

The management of the Pennsylvania Turnpike Commission (hereinafter referred to as the Commission) offers this narrative overview and analysis of the Commission's financial activities for the year ended May 31, 2008, which should be read in conjunction with the Commission's basic financial statements.

Overview of the Basic Financial Statements

This discussion and analysis is intended to serve as an introduction to the Commission's basic financial statements. While the Commission is considered a component unit of the Commonwealth of Pennsylvania, it is also an enterprise fund. Therefore, the Commission's financial statements are presented in a manner similar to a private-sector business and have been prepared according to accounting principles generally accepted in the United States (GAAP). All of the current year's revenues are recorded when earned and expenses are recorded as they are incurred, regardless of when the cash is received or disbursed.

The balance sheet presents information on all of the Commission's assets and liabilities, with the difference being reported as net assets. Over time, increases or decreases in net assets serve as a relative indicator of the change in financial position of the Commission.

The statement of revenues, expenses, and changes in net assets shows the result of the Commission's total operations during the fiscal year and reflects both operating and nonoperating activities. Changes in net assets (increases or decreases) reflect the current fiscal period's operating impact upon the overall financial position of the Commission.

The statement of cash flows provides a detailed analysis of all sources and uses of cash. The direct method of cash flows is presented, ending with a reconciliation of operating income to net cash provided by operating activities. The statement of cash flows is divided into the following activities sections—operating, investing, capital financing, and noncapital financing.

Notes to the basic financial statements contain supplemental information and offer explanations to the basic financial statements. The notes are intended to assist the reader in understanding the Commission's basic financial statements.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Management's Discussion and Analysis (continued)

Financial Analysis

Comparative Condensed Balance Sheets

	2008	May 31 2007	2006
	<i>(In Thousands)</i>		
Assets			
Current assets	\$ 909,211	\$ 654,864	\$ 734,753
Long-term investments	362,065	544,855	447,092
Capital assets, net of accumulated depreciation	3,766,829	3,430,937	3,022,294
Other assets	38,819	26,290	23,809
Total assets	<u>\$ 5,076,924</u>	<u>\$ 4,656,946</u>	<u>\$ 4,227,948</u>
Liabilities and net assets			
Current liabilities	\$ 214,790	\$ 230,368	\$ 203,842
Debt net of unamortized premium and unamortized refunding losses	3,755,287	2,631,488	2,326,703
Other noncurrent liabilities	37,880	34,942	30,486
Total liabilities	<u>4,007,957</u>	<u>2,896,798</u>	<u>2,561,031</u>
Net assets:			
Invested in capital assets, net of related debt	441,889	772,709	666,356
Restricted	366,592	731,995	830,412
Unrestricted	260,486	255,444	170,149
Total net assets	<u>1,068,967</u>	<u>1,760,148</u>	<u>1,666,917</u>
Total liabilities and net assets	<u>\$ 5,076,924</u>	<u>\$ 4,656,946</u>	<u>\$ 4,227,948</u>

As noted earlier, net assets serve as an indicator of the Commission's overall financial position. Restricted net assets are reserved for projects defined in Trust Indentures and applicable bond issue official statements. The Commission's total net assets were \$1.069 billion, \$1.760 billion, and \$1.667 billion as of May 31, 2008, 2007, and 2006, respectively. The large decrease in net assets in the current fiscal year was the result of \$750 million paid to the Pennsylvania Department of Transportation (PennDOT) as required by Act 44 and the lease and funding agreement between the Commission and PennDOT. These payments were recorded as nonoperating expenses. Please refer to Note 8 (Commitments and Contingencies) of the financial statements and to the Events That Will Impact Financial Position section of this MD&A for additional information regarding Act 44 and the lease and funding agreement between the Commission and PennDOT.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Total assets increased by \$420.0 million and \$429.0 million in fiscal 2008 and fiscal 2007, respectively. The 2008 increase is mainly the result of an increase of \$335.9 million in capital assets. The increase in capital assets is the result of an increase of \$152.0 million in assets under construction and a \$251.0 million increase in infrastructure which was mainly the result of the completion of the new Susquehanna River Bridge. The 2007 increase was mainly the result of an increase of \$408.6 million in capital assets. The increase in capital assets was the result of an increase of \$318.6 million in assets under construction and a \$232.6 million increase in infrastructure.

Total cash and investments were \$77.1 million or 6.8% higher at May 31, 2008 than at May 31, 2007 resulting mainly from the issuance of new debt.

Total liabilities increased by \$1,111.2 million in fiscal 2008 and by \$335.8 million in fiscal 2007. The fiscal 2008 increase is due mainly to the issuance of new bonds and bond anticipation notes. The new issuances include: Series A&B 2007 Turnpike Bond Anticipation Notes; Series 2008 A Turnpike Subordinate Revenue bonds; Series A 2008 Turnpike Multi-Modal Revenue Refunding bonds; and Series B 2008 Turnpike Multi-Modal Revenue bonds. The 2007 A&B Bond Anticipation Notes and the 2008 A Subordinate bonds were issued primarily to make payments to the Pennsylvania Department of Transportation in accordance with Act 44; the 2008 A Refunding Series were issued to refund Series 2006 B&C bonds; and the 2008 B bonds were issued to finance various projects in the Commission's Ten-Year Capital Plan.

The fiscal 2007 increase was mainly attributable to the Series 2006 Revenue Bonds issued primarily to finance various projects in the Commission's Ten-Year Capital Plan.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Comparative Statements of Revenues and Expenses

	Year Ended May 31		
	2008	2007	2006
	<i>(In Thousands)</i>		
Operating:			
Operating revenues	\$ 620,205	\$ 608,444	\$ 609,608
Cost of services	(372,959)	(369,855)	(362,618)
Depreciation	(193,696)	(198,414)	(214,885)
Operating income	53,550	40,175	32,105
Nonoperating revenues (expenses):			
Oil company franchise tax revenues	60,592	67,071	55,749
Motor license registration fee revenue	28,000	28,000	28,000
Investment earnings	50,488	67,689	60,506
Other nonoperating revenues (expenses)	(135)	1,405	1,789
Act 44 payments to PennDOT	(750,000)	—	—
Interest and bond expense	(146,250)	(135,415)	(127,565)
Nonoperating income (loss)	(757,305)	28,750	18,479
Change in net assets before capital contributions	(703,755)	68,925	50,584
Capital contributions	12,574	24,306	23,030
Change in net assets	<u><u>\$ (691,181)</u></u>	<u><u>\$ 93,231</u></u>	<u><u>\$ 73,614</u></u>

For fiscal years ended May 31, 2008, 2007, and 2006, operating and nonoperating revenues totaled \$759.3 million, \$772.6 million, and \$755.7 million, respectively, while expenses totaled \$1,463.0 million, \$703.7 million, and \$705.1 million, respectively.

Total revenues for fiscal 2008 were \$13.3 million or 1.7% lower than 2007. The decrease in total revenues was the result of decreases in nonoperating revenues. Investment earnings were down \$17.2 million resulting from a decline in market interest rates and lower balances throughout the year and Oil Company Franchise Tax revenues which were down \$6.5 million. Net fares increased \$6.3 million or 1.1% from fiscal 2007; the increase was the result of a 1.9% increase in traffic volumes.

Pennsylvania Turnpike Commission
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Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Total expenses for fiscal 2008 were \$759.3 million higher than 2007. The increase was the result of \$750.0 million paid to PennDOT as required by Act 44 and the lease and funding agreement between the Commission and PennDOT. Cost of services increased \$3.1 million or 0.8% and depreciation expense decreased \$4.7 million or 2.4%. Although \$361.8 million of capital assets were added to the depreciable base during the fiscal year ended May 31, 2008, other assets were fully depreciated, which caused the decrease in the depreciation expense.

Total revenues for fiscal 2007 were \$16.9 million higher than 2006. The main increase was in the Oil Company Franchise Tax revenues which increased \$11.3 million. Operating revenue decreased \$1.2 million while nonoperating revenue increased \$18.1 million due mainly to the increase in Oil Company Franchise Tax revenue and a \$7.2 million increase in investment earnings. Total expenses for 2007 were \$1.4 million lower than 2006. Cost of services increased \$7.2 million or 2.0% and depreciation decreased \$16.5 million or 7.7%. Although \$271.2 million of capital assets were added to the depreciable base during the fiscal year ended May 31, 2007, other assets were fully depreciated, which caused the 7.7% decrease in depreciation expense.

Capital Assets and Debt Administration

Capital Assets

The Commission's investment in capital assets as of May 31, 2008 amounted to \$7.3 billion of gross asset value with accumulated depreciation of \$3.5 billion, leaving a net book value of \$3.8 billion. This investment represents 74.2% of the Commission's total assets compared with 73.7% in 2007. Capital assets consist of land, buildings, improvements, equipment, infrastructure, and assets under construction. Infrastructure assets are typically items that are immovable such as highways, bridges, and tunnels. The net book value of capital assets at May 31, 2007 was \$3.4 billion.

Assets under construction at the end of fiscal 2008 were \$1,346.4 million, which was \$152.0 million more than fiscal 2007. This increase is mainly the result of the Uniontown to Brownsville (Mon/Fayette), Allegheny River Bridge and total reconstruction projects. Assets under construction at the end of fiscal 2007 were \$1,194.4 million, which was \$318.6 million higher than the fiscal 2006 amount of \$875.8 million.

Pennsylvania Turnpike Commission
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Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Capital Assets and Debt Administration (continued)

Capital Assets (continued)

In fiscal 2008, \$361.8 million of constructed capital assets were completed which was \$107.5 million more than the \$254.3 million of constructed capital assets completed in fiscal 2007. In addition to constructed capital assets, the Commission made capital asset acquisitions totaling more than \$17.0 million and \$34.8 million in fiscal 2008 and 2007, respectively.

The Commission spent \$489.2 million on capital improvements to the existing mainline system and \$120.9 million on the Mon/Fayette Expressway and Southern Beltway roadway expansion (Act 61) projects during fiscal year 2008.

Total Reconstruction of the east/west mainline and northeast extension continues to be a main priority of the Commission. This work includes full depth reconstruction of the roadway, widening of the median and replacement of both mainline and overhead bridges and is estimated to cost between \$18 million and \$20 million per mile. To date, approximately 51 miles of this project has been completed and an additional 20.5 miles of roadway reconstruction has been initiated. The Commission also completed 31 miles of roadway repaving in fiscal 2008 to maintain a quality-riding surface, which was confirmed with a systemwide median IRI (International Roughness Index) of 86.

The new Susquehanna River Bridge was completed and fully opened to traffic; the westbound structure was opened in May 2007 while the eastbound structure followed a month later and was opened in June 2007. Demolition of the old Susquehanna River Bridge was completed in January 2008. Construction of the new Allegheny River Bridge continues on schedule with a targeted completion date of June 2010.

The Commission continues to upgrade the new enhanced toll collection system that includes E-ZPass capability. Installation of E-ZPass on the Amos K. Hutchinson Expressway (Turnpike 66) was completed. All plazas on the system are now equipped with E-ZPass.

Equipment purchases continue to ensure that an aging fleet of dump trucks and other equipment is replaced in a systematic manner so that maintenance staff will be properly equipped to maintain the roadway. The Commission's Ten-Year Capital Plan includes \$90.5 million for equipment.

Pennsylvania Turnpike Commission
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Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Capital Assets and Debt Administration (continued)

Capital Assets (continued)

Facility projects continue to focus on maintaining environmental compliance and the maintenance and repair of existing buildings and building systems. Additionally, the Commission completed the Gettysburg, Harrisburg East, and Lebanon/Lancaster interchange projects in fiscal 2008.

Approximately one-half of the 70-mile Mon/Fayette Expressway project is open and operating. Phase 1 of the Uniontown to Brownsville project, an 8.4-mile section from Pittsburgh Road to US 40 is nearing completion and is scheduled to be open to traffic in late 2008.

Phase 2 of the Uniontown to Brownsville project, a 7-mile section, will complete the Mon/Fayette Expressway from the West Virginia State Line in Fayette County to PA Route 51 in Washington County. Phase 2 major construction projects have been bid and this segment is currently under construction. Anticipated completion for Phase 2 is late 2011 or early 2012. Preliminary design for the section from PA Route 51 to Interstate 376 in Pittsburgh has been completed.

The proposed Southern Beltway is planned to be constructed from the Mon/Fayette Expressway, near Finleyville, extending as part of the beltway south of Pittsburgh, to PA Route 60 at the Pittsburgh International Airport. It is presently planned for construction in three sections. I-79 to Mon/Fayette Expressway is currently in the environmental study phase (FEIS) while the section from US 22 to I-79 is in preliminary design. The Findlay Connector (PA 60 to US 22), a 6-mile section of the Southern Beltway from the Pittsburgh International Airport to US 22, was opened for traffic in October 2006.

A federal Environmental Impact Record of Decision was issued for the I-95 Turnpike interchange project in 2004. Project design started in 2004 and final design for the project has been initiated. The earliest construction will begin in fall of 2009. The project will be completed in three stages and is expected to cost more than \$1 billion.

The above paragraphs describe the changes in capital assets occurring during the fiscal year. Please refer to the capital assets section in the notes to the financial statements (Note 5) for more detailed capital asset schedules.

Pennsylvania Turnpike Commission
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Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Capital Assets and Debt Administration (continued)

Debt Administration

In May 2008, the Commission issued Series 2008 B Multi-Modal Revenue Bonds in the amount of \$402,000,000. The 2008 B Series Bonds were issued primarily to provide funds to finance the costs of various capital expenditures for the Pennsylvania Turnpike system as set forth in the Commission's current Ten-Year Capital Plan.

In May 2008, the Commission issued Series 2008 A Multi-Modal Refunding Bonds in the amount of \$233,455,000. The primary purpose of this variable to variable refunding was to replace the Ambac insured 2006 B&C bonds with the 2008 A bonds which are uninsured, supported by a JP Morgan Standby Bond Purchase Agreement.

In April 2008, the Commission issued Series 2008 A (Subseries A-1) Subordinate Bonds in the amount of \$176,565,000 and (Subseries A-2) which are federally taxable for \$68,290,000. The 2008 A Subordinate Bonds were issued primarily to make payments to the Pennsylvania Department of Transportation (PennDOT) in accordance with Act 44 to fund certain grants to mass transit agencies and various road, highway, bridge and capital projects of PennDOT. Also in April 2008, the Oil Company Franchise Tax Revenue Bonds Series 2003 C were converted from auction rate to 5.00% fixed.

In October 2007, the Commission issued 2007 Series A&B Turnpike Bond Anticipation Notes in the amounts of \$280,830,000 and \$251,025,000, respectively. The 2007 Series Anticipation Notes were issued primarily to make payments to PennDOT in accordance with Act 44 to fund certain grants to mass transit agencies and various road, highway, bridge and capital projects of PennDOT. Both Series have a final maturity of October 15, 2009. Additionally, the Series B Anticipation Notes are federally taxable.

In November 2006, the Commission issued Series A and B Oil Company Franchise Tax Revenue Refunding Bonds in the amount of \$240,675,000. The bonds were issued primarily to partially defease the Oil Company Franchise Tax 1998 and 2003 fixed rate bonds. Series A are fixed rate bonds issued for \$98,705,000. Series B are also fixed rate and were issued for \$141,970,000.

In September 2006, the Commission entered into constant-maturity interest rate swap agreements with two counterparties with respect to the 2003 Series C Oil Company Franchise tax bonds. The notional amount for each swap was \$80,000,000. The Commission receives 60.15% of the 10-year LIBOR rate and pays 67.00% of the one-month LIBOR rate.

Pennsylvania Turnpike Commission
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Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Capital Assets and Debt Administration (continued)

Debt Administration (continued)

In August 2006, the Commission entered into constant-maturity interest rate swap agreements with four counterparties with respect to the 2001 Series U bonds and 2002 Series A bonds. The notional value was \$107,784,000 each for three of the swaps; the notional value was \$134,733,000 for the fourth. The Commission receives 60.08% of the 10-year LIBOR rate and pays 67.00% of the one-month LIBOR rate.

In June 2006, the Commission issued Series A, B, C of 2006 Revenue Bonds in the amount of \$353,865,000. The 2006 Series Bonds were issued primarily to finance the cost of funding various capital expenditures as set forth in the Commission's Ten-Year Capital Plan. Series A are fixed rate bonds issued for \$118,015,000. The Commission entered into a fixed-to-variable rate swap agreement with respect to the Series A of 2006 Revenue Bonds. Series B and C are variable rate bonds and were issued for \$117,925,000 each.

The above paragraphs describe debt and swap activity occurring during the fiscal year. Please refer to the bonds payable and commitments and contingencies sections in the notes to the financial statements (Notes 6 and 8) for more detailed schedules and descriptions of long-term debt and swap activity.

Events That Will Impact Financial Position

In December 2006, Governor Edward G. Rendell announced his intention to seek expressions of interest for a possible sale or lease of the Pennsylvania Turnpike system in order to obtain funds for highway, bridge and transit programs throughout the Commonwealth of Pennsylvania. The Commonwealth hired several firms to perform work related to a possible sale or lease of the Pennsylvania Turnpike; however, the state legislature did not support the plan and alternative proposals were considered. In July 2007, House Bill 1590, titled Act 44 of 2007, was passed by the state legislature and signed by Governor Rendell. The provisions of Act 44 required the Turnpike Commission to enter into a 50-year lease of the Pennsylvania portion of Interstate 80 with the Pennsylvania Department of Transportation (PennDOT) and to make substantial lease payments to PennDOT to provide funds for various transportation needs of the Commonwealth. In addition, Act 44 granted the Commission the option to convert such portion of Interstate 80 to a toll road subject to certain federal approvals. As required under Act 44, the Commission and

Pennsylvania Turnpike Commission
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Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Events That Will Impact Financial Position (continued)

PennDOT entered into a 50-year Lease and Funding Agreement on October 14, 2007. The Commission's payments to PennDOT for the fiscal year ending May 31, 2008 were \$750 million and for 2009 and 2010 will be \$850 million and \$900 million, respectively. Please refer to Note 8 (Commitments and Contingencies) for additional information regarding required annual payments for the remainder of the term of the lease.

The Commission submitted its Preliminary Expression of Interest to the Federal Highway Administration (FHWA) in August 2007, requesting tolling authority for that portion of Interstate 80 traversing the Commonwealth of Pennsylvania. By a letter dated September 26, 2007, FHWA replied to the Commission stating that the Interstate System Reconstruction and Rehabilitation Pilot Program (the Pilot Program) is the appropriate tolling pilot program under which the Commission should apply. The Commission submitted to FHWA a joint application with PennDOT on October 31, 2007. FHWA responded to the application with a request for additional information on December 31, 2007. Among FHWA's requests were a clearer identification of the rehabilitation, reconstruction, and improvement projects currently being planned for Interstate 80 by the Commission after the Conversion Date, and further information of PennDOT's historic funding strategy for Interstate 80. The Commission and PennDOT replied to FHWA on December 20, 2007, and they jointly acknowledged this request for additional information and confirmed their intent to continue seeking federal approval for the Conversion. Representatives of the Commission and PennDOT met with FHWA staff on two occasions during the first half of 2008 to discuss the additional information to be included in the updated application.

The Commission and PennDOT submitted an amended application to FHWA to toll Interstate 80 in July 2008 and supplemented such application in August 2008. By letter dated September 11, 2008, FHWA advised the Commission and PennDOT that it was unable to move the application forward at this time primarily because the proposed lease payments (from the Commission to PennDOT), as presented to FHWA, did not meet federal statutory requirements. The Commission has not yet determined its future course of action.

Pennsylvania Turnpike Commission
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Management's Discussion and Analysis (continued)

Financial Analysis (continued)

Events That Will Impact Financial Position (continued)

Despite the pending application to FHWA, Governor Rendell requested, and received proposals for, a long-term lease or concession of the System with a private entity as an alternative approach for raising funds for the Commonwealth's transportation needs. The proposal identified by the Governor as the winning bidder, which has been extended to September 30, 2008, has been reported as not being extended further and therefore has expired. In addition, this approach would require new legislation to ratify the selection process as well as to implement it, which legislation has been introduced.

The above paragraphs provide a brief overview of Act 44 and its requirements. Please refer to the commitments and contingencies section in the notes to the financial statements (Note 8) for additional information regarding the Commission's commitments under the Lease and Funding Agreement.

Pennsylvania Turnpike Commission
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Balance Sheets

(In Thousands)

	May 31	
	2008	2007
Assets		
Current assets:		
Cash and cash equivalents	\$ 74,730	\$ 16,122
Short-term investments	1,516	31,810
Accounts receivable	37,552	36,454
Accrued interest receivable	1,658	2,876
Inventories	15,372	16,679
Restricted current assets:		
Cash and cash equivalents	620,844	216,496
Short-term investments	154,514	327,235
Accrued interest receivable	3,025	7,192
Total current assets	<u>909,211</u>	<u>654,864</u>
Noncurrent assets:		
Long-term investments:		
Long-term investments unrestricted	182,582	204,637
Long-term investments restricted	179,483	340,218
Total long-term investments	<u>362,065</u>	<u>544,855</u>
Capital assets not being depreciated:		
Land	181,846	174,661
Assets under construction	1,346,351	1,194,364
Capital assets being depreciated:		
Buildings	697,816	666,087
Improvements other than buildings	59,482	58,831
Equipment	397,477	319,524
Infrastructure	4,613,052	4,362,098
	<u>7,296,024</u>	<u>6,775,565</u>
Less accumulated depreciation	<u>3,529,195</u>	<u>3,344,628</u>
	<u>3,766,829</u>	<u>3,430,937</u>
Other assets:		
Other assets	1,433	385
Deferred issuance costs	37,386	25,905
Total other assets	<u>38,819</u>	<u>26,290</u>
Total noncurrent assets	<u>4,167,713</u>	<u>4,002,082</u>
Total assets	<u><u>\$ 5,076,924</u></u>	<u><u>\$ 4,656,946</u></u>

	May 31	
	2008	2007
Liabilities and net assets		
Current liabilities:		
Accounts payable and accrued liabilities	\$ 121,272	\$ 154,878
Current portion of debt	67,555	52,645
Unearned income	25,963	22,845
Total current liabilities	214,790	230,368
Noncurrent liabilities:		
Debt, less current portion, net of unamortized premium of \$56,906 and \$49,005 in 2008 and 2007, respectively, and net of unamortized refunding loss of \$70,904 and \$73,622 in 2008 and 2007, respectively	3,755,287	2,631,488
Other noncurrent liabilities	37,880	34,942
Total noncurrent liabilities	3,793,167	2,666,430
Total liabilities	4,007,957	2,896,798
Net assets:		
Invested in capital assets, net of related debt	441,889	772,709
Restricted for certain construction and maintenance purposes	366,592	731,995
Unrestricted	260,486	255,444
Total net assets	1,068,967	1,760,148

Total liabilities and net assets	<u>\$ 5,076,924</u>	<u>\$ 4,656,946</u>
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See accompanying notes.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Statements of Revenues, Expenses, and Changes in Net Assets

(In Thousands)

	Year Ended May 31	
	2008	2007
Operating revenues:		
Fares – net of discounts of \$20,224 and \$24,975 for the years ended May 31, 2008 and 2007, respectively	\$ 598,926	\$ 592,641
Other	21,279	15,803
	<u>620,205</u>	<u>608,444</u>
Operating expenses:		
Cost of services	372,959	369,855
Depreciation	193,696	198,414
	<u>566,655</u>	<u>568,269</u>
Operating income	53,550	40,175
Nonoperating revenues (expenses):		
Oil company franchise tax revenues	60,592	67,071
Motor license registration fee revenue	28,000	28,000
Investment earnings	50,488	67,689
Other nonoperating revenues (expenses)	(135)	1,405
Act 44 payments to PennDOT	(750,000)	–
Interest and bond expenses	(146,250)	(135,415)
	<u>(757,305)</u>	<u>28,750</u>
Change in net assets before capital contributions	(703,755)	68,925
Capital contributions	12,574	24,306
Change in net assets	<u>(691,181)</u>	<u>93,231</u>
Net assets at beginning of year	1,760,148	1,666,917
Net assets at end of year	<u>\$ 1,068,967</u>	<u>\$ 1,760,148</u>

See accompanying notes.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Statements of Cash Flows

	Year Ended May 31	
	2008	2007
	<i>(In Thousands)</i>	
Operating activities		
Cash received from customer tolls and deposits	\$ 667,795	\$ 670,787
Cash payments for goods and services	(309,323)	(261,018)
Cash payments to employees	(156,602)	(159,493)
Cash received from other operating activities	14,503	12,321
Net cash provided by operating activities	216,373	262,597
Investing activities		
Proceeds from sales and maturities of investments	1,259,581	615,114
Interest received on investments	46,675	54,650
Purchases of investments	(864,777)	(726,923)
Net cash provided by (used in) investing activities	441,479	(57,159)
Capital and related financing activities		
Capital grants received	16,694	17,203
Construction and acquisition of capital assets	(531,828)	(601,790)
Proceeds from sale of capital assets	29	1,422
Payments for bond expenses	(3,322)	(4,492)
Payments for redemption of debt	(52,645)	(306,774)
Interest paid on debt	(140,368)	(121,952)
Proceeds from new debt	1,179,835	607,853
Net cash provided by (used in) capital and related financing activities	468,395	(408,530)
Noncapital financing activities		
Cash payments to PennDOT	(750,000)	—
Cash proceeds from motor license grant	28,000	28,000
Cash proceeds from oil company franchise tax	58,709	66,875
Net cash (used in) provided by noncapital financing activities	(663,291)	94,875
Increase (decrease) in cash and cash equivalents	462,956	(108,217)
Cash and cash equivalents at beginning of year	232,618	340,835
Cash and cash equivalents at end of year	\$ 695,574	\$ 232,618

Continued on the following page – see accompanying schedule of reconciliation.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Statements of Cash Flows (continued)

	Year Ended May 31	
	2008	2007
	<i>(In Thousands)</i>	
Reconciliation of operating income to net cash provided by operating activities		
Operating income	\$ 53,550	\$ 40,175
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation	193,696	198,414
Change in operating assets and liabilities:		
Accounts receivable	(3,121)	(1,314)
Inventories	1,033	1,645
Other assets	(1,047)	(2)
Accounts payable and accrued liabilities	(29,849)	22,123
Other noncurrent liabilities	2,111	1,556
Net cash provided by operating activities	<u>\$ 216,373</u>	<u>\$ 262,597</u>

Noncash Activities

The Commission recorded an increase of \$9.7 million and \$9.3 million in the fair value of its investments for the years ended May 31, 2008 and 2007, respectively.

The Commission has entered into contracts with the operators of service plaza restaurants and service stations to totally reconstruct several service plazas. The service plaza operators provide the capital for the reconstruction in exchange for lower rental rates. The Commission assumes ownership of the reconstructed assets upon completion and records the assets as capital contributions. For the year ended May 31, 2007, the Commission received assets with a total fair value of \$5.7 million.

See accompanying notes.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to Financial Statements

May 31, 2008

1. Financial Reporting Entity

The Pennsylvania Turnpike Commission (the Commission) was created as an instrumentality of the Commonwealth of Pennsylvania on May 21, 1937, with powers to construct, operate, and maintain the Turnpike System and to issue Turnpike revenue bonds, repayable solely from tolls and other Commission revenues. The Commission is considered a component unit of the Commonwealth of Pennsylvania (Commonwealth).

In evaluating how to define the Commission for financial reporting purposes, management has considered all potential component units in accordance with Governmental Accounting Standards Board (GASB) Statements No. 14, *The Reporting Entity*, and No. 39, *Determining Whether Certain Organizations Are Component Units—an amendment of GASB Statement No. 14*. GASB Statement No. 14 defines the reporting entity as the primary government and those component units for which the primary government is financially accountable. GASB Statement No. 39 provides additional guidance to determine whether certain organizations for which the primary government is not financially accountable should be reported as component units based on the nature and significance of their relationship with the primary government. The Commission believes it has no component units based on its review of GASB Statements No. 14 and No. 39.

The Commission consists of five members, one of whom is the Secretary of Transportation. The others are appointed by the Governor with the approval of a majority of the Senate.

2. Summary of Significant Accounting Policies

The financial statements of the Pennsylvania Turnpike Commission have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Commission's accounting policies are described below:

Application of FASB Pronouncements

The Commission has elected not to apply any FASB statements or interpretations issued after November 30, 1989.

Basis of Accounting

The Commission's basic financial statements are presented on the accrual basis of accounting.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

Cash Equivalents

For purposes of the statements of cash flows, the Commission considers all highly liquid debt investment securities that mature within three months of acquisition to be cash equivalents.

Investments

Investments are stated at fair value with the exception of certain nonparticipating contracts such as repurchase agreements that are reported at cost, which does not materially differ from fair value. Fair values are based on published market rates.

Capital Assets

Capital assets are stated at cost. Donated capital assets are valued at their estimated fair value on the date received. Interest is capitalized based on average construction cost and the average bond interest rate, less interest earned on invested construction funds. Acquisitions of capital assets valued at \$15,000 or greater are capitalized. Depreciation is computed using the straight-line method over the estimated useful lives of the assets. The following lives are used:

Buildings	10 – 45 years
Improvements other than buildings	15 – 20 years
Equipment	3 – 40 years
Infrastructure	10 – 50 years

Inventories

Inventories are valued at the lower of average cost (determined on a first-in, first-out method) or market.

Debt Premium/Discount and Issuance Costs

Debt premium/discount and issuance costs are being amortized using the effective interest rate method over the varying terms of the bonds issued.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

Unearned Income

E-ZPass customers of the Turnpike Commission are required to deposit funds in advance of anticipated travel. Since this money is collected prior to the customers' travel and revenue recognition, it is recorded as unearned income. Unearned income related to E-ZPass customers was \$25.9 million and \$22.8 million for the years ended May 31, 2008 and 2007, respectively.

Operating Revenues

Revenues associated with operations of the toll road are considered operating revenues. The principal operating revenues of the Commission are fare revenues from customers. Other operating revenues include: service station, restaurant, property and other rental income as well as electronic toll collection and violation enforcement fees related to the E-ZPass program. Also included is revenue from various sponsorship agreements.

Fare Revenues

Fare revenues are recognized when vehicles exit the Turnpike System. As of May 31, 2008 and 2007, approximately 58.9% and 56.1%, respectively, of the fare revenues were realized through electronic toll collection; the remainder was realized through cash collection or a credit card program for commercial vehicles.

Operating Expenses

Operating expenses relate directly to operating and maintaining the toll road. The principal operating expenses of the Commission are cost of services and depreciation. Other expenses are considered nonoperating expenses.

Cost of Services

Cost of services includes: salaries, wages, benefits, and purchased services, along with purchased goods, including materials and supplies.

Utilization of Resources

When both restricted and unrestricted resources are available for use, it is the Commission's policy to use restricted resources first and then unrestricted resources as needed.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

Nonoperating Revenues (Expenses)

Nonoperating revenues include: Oil Company Franchise Tax revenues, Motor License Registration Fee revenues, investment earnings, and other miscellaneous revenues not associated with the operations of the toll road. Nonoperating expenses include: Act 44 payments to PennDOT, interest and bond expenses, and other miscellaneous expenses not associated with the operations of the toll road.

Oil Company Franchise Tax Revenues

The Commission receives 14% of the additional 55 mills of the Commonwealth's Oil Company Franchise Tax revenues pursuant to Act 26 established in 1991. The revenues are recorded as nonoperating revenue and totaled \$60.6 million and \$67.1 million for the fiscal years ended May 31, 2008 and 2007, respectively. These revenues are kept in a separate fund as required by the applicable bond indenture. This fund's assets equaled \$667.9 million and \$666.0 million as of May 31, 2008 and 2007, respectively, and consisted essentially of cash, investments, and assets under construction.

Motor License Registration Fee Revenues

The Commission received \$28.0 million in grants during each of the fiscal years ended May 31, 2008 and 2007 from the Commonwealth's Motor License Fund. The revenue from these grants has been recorded as nonoperating revenue. The Commission has elected to account for this grant in a separate fund. This fund's assets totaled \$253.8 million and \$247.0 million as of May 31, 2008 and 2007, respectively, and consisted essentially of cash, investments, and assets under construction.

Act 44 Payments to PennDOT

The Commission and PennDOT entered into a Lease and Funding Agreement as required under the terms of Act 44. See Note 8 for more information regarding this Lease and Funding Agreement.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to Financial Statements (continued)

2. Summary of Significant Accounting Policies (continued)

Capital Contributions

The Commission receives grants from other governments for reimbursement of costs for various highway construction projects. During the years ended May 31, 2008 and 2007, the Commission received \$12.6 million and \$18.6 million, respectively, in reimbursements from the Federal government.

The Commission has entered into contracts with the operators of service plaza restaurants and service stations to totally reconstruct several service plazas. The service plaza operators provide the capital for the reconstruction in exchange for lower rental rates. The Commission assumes ownership of the reconstructed assets upon completion and records the assets as capital contributions. For the year ended May 31, 2007, the Commission received assets with a total fair value of \$5.7 million.

Derivatives

The Commission enters into various interest rate swaps in order to manage risks associated with interest on its bond portfolio. As currently allowed under accounting principles generally accepted in the United States, the Commission does not record the fair value or changes in the fair value of interest rate swaps in its financial statements. See Note 8 for relevant disclosures.

Reclassifications

Certain prior year amounts were reclassified to conform to the current year presentation.

3. Indenture Requirements and Restrictions

The Commission's debt has been issued under the provisions of a Trust Indenture, dated July 1, 1986, which was amended and restated as of March 1, 2001; a Trust Indenture dated August 1, 1998 (1998 Indenture); and a Trust Indenture dated July 1, 2005 (collectively referred to as the Indentures) between the Commission and the Trustee (U.S. Bank Corp., successor to Wachovia Bank); and a Subordinate Trust Indenture dated April 1, 2008 between the Commission and TD Bank, N.A. as Trustee. Accordingly, certain activities of the Commission are restricted by the Indentures.

The Commission is required to maintain certain accounts with the Trustees as specified by the Indentures. Funds maintained in such accounts are restricted to use for construction, Turnpike

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Notes to Financial Statements (continued)

3. Indenture Requirements and Restrictions (continued)

System maintenance and operation, and debt service. Unrestricted funds of \$260.5 million and \$255.4 million represent residual amounts after all mandatory transfers have been made as required by the Indentures and were included in cash, investments, and accounts receivable at May 31, 2008 and 2007, respectively. See Notes 4 and 6 for additional disclosures.

4. Cash and Investments

Cash deposits are in various financial institutions. The Indentures require that cash deposits be either insured or collateralized by a pledge of direct obligations of the United States Government or the Commonwealth of Pennsylvania or otherwise in accordance with the laws of the Commonwealth of Pennsylvania governing trust funds of public bodies.

The following summary presents the amount of Commission deposits all of which are fully insured or collateralized with securities held by the Commission or its agent in the Commission's name.

	Total Bank Balance	Total Book Balance
	<i>(In Thousands)</i>	
May 31, 2008		
Demand deposits	\$ 83,544	\$ 65,374
May 31, 2007		
Demand deposits	\$ 140,531	\$ 130,469

The Indentures permit investments in obligations of, or guaranteed by, the United States of America, its agencies, and its instrumentalities (United States Government obligations); certificates of deposit issued by institutions insured by the FDIC or fully collateralized with United States Government obligations; investment agreements with certain financial institutions; commercial paper and asset-backed securities rated in the highest category by applicable rating agencies; money market funds and auction rate certificates rated in one of the two highest categories by applicable rating agencies; corporate bonds and medium term notes with a minimum rating of AA-; investments in long-term debt obligations of any state or political subdivision but only to the extent that the applicable rating agency has assigned a rating to such obligations, which at the time of purchase is not lower than the highest underlying rating assigned to any series of Commission bonds then outstanding; and repurchase agreements with banks or primary government dealers reporting to the Federal Reserve Bank of New York

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Notes to Financial Statements (continued)

4. Cash and Investments (continued)

collateralized with obligations of, or guaranteed by, the United States of America. The Indentures also require that no investment have an original maturity greater than 15 years.

Debt insurers have placed additional restrictions on construction funds. For these funds, corporate bonds, auction rate certificates, asset-backed securities, and medium term notes are not allowed.

The Commission has an investment policy that defines guidelines and operational factors governing the investment of cash assets. The policy is consistent with the Indentures regarding permitted investments; however, it imposes the following additional limitations:

- Investments in government agencies are limited to 35% of the portfolio.
- Investments in certificates of deposit and investment agreements are limited to 30% of the portfolio.
- Investments in commercial paper, corporate bonds, and asset-backed securities, in aggregate, are limited to 35% of the portfolio.
- Investments in any single issuer, excluding U.S. Treasury and Federal Agencies, are limited to 5% of the portfolio.

The Commission's investment policy also limits investments to those issues expected to mature within five years, taking into consideration call, prepayment, or other features that may impact maturity.

Credit Risk

The Commission's exposure to credit risk as of May 31, 2008 is as follows:

Debt Investments	Quality Rating				*Unrated
	AAA	AA	A	A-1	
	<i>(In Thousands)</i>				
Government agency securities	\$ 273,366	\$ —	\$ —	\$ —	\$ 53,174
Corporate obligations	20,415	15,808	4,348	63,284	—
Municipal bonds	17,514	2,492	—	—	—
Guaranteed investment contracts	—	—	—	—	16,458

*Unrated debt investments are securities that are not rated by the NRSROs.

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Notes to Financial Statements (continued)

4. Cash and Investments (continued)

Credit Risk (continued)

Investments guaranteed by the full faith of the U.S. Government, such as U.S. Treasuries, GNMA mortgages, and repurchase agreements, are not considered to have credit risk and do not require disclosure of credit quality.

Concentration of Credit Risk

As of May 31, 2008, the Commission had investments of more than 5% of its consolidated portfolio with the following issuers:

Issuer	Total Investments	Percent of Total
	<i>(In Thousands)</i>	
Federal National Mortgage Association	\$ 108,779	9.47%
Federal Home Loan Bank	83,510	7.27%
Federal Home Loan Mortgage Corporation	133,876	11.66%

Interest Rate Risk

On May 31, 2008, the effective duration of the Commission's investments, by type, was as follows:

Investment Type	Fair Value	Effective Duration (Years)
	<i>(In Thousands)</i>	
U.S. Treasuries	\$ 46,230	1.714
GNMA mortgages	5,005	3.558
Government agency security	326,540	2.267
Repurchase agreements	630,201	0.000
Municipal bonds	20,006	10.348
Guaranteed investment contracts	16,458	2.719
Corporate obligations	103,855	0.820
Total investment securities and cash equivalents	<u>\$ 1,148,295</u>	

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Notes to Financial Statements (continued)

4. Cash and Investments (continued)

The following is a summary of cash and cash equivalents and investments by type:

	May 31	
	2008	2007
	<i>(In Thousands)</i>	
U.S. Treasuries	\$ 46,230	\$ 70,998
GNMA Mortgages	5,005	5,460
Government agency securities	326,540	691,580
Municipal bonds	20,006	20,956
Corporate obligations	103,855	98,079
Repurchase agreements	630,201	102,149
Guaranteed investment contracts	16,458	16,827
Total investment securities and cash equivalents	<u>1,148,295</u>	<u>1,006,049</u>
Demand deposits	65,374	130,469
Total cash and cash equivalents and investments	<u><u>\$ 1,213,669</u></u>	<u><u>\$ 1,136,518</u></u>

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Notes to Financial Statements (continued)

5. Capital Assets

A summary of changes to capital assets for the years ended May 31, 2008 and 2007 is as follows:

	Balance June 1, 2007	Additions	Transfers	Retirements	Balance May 31, 2008
	<i>(In Thousands)</i>				
Capital assets not being depreciated (cost)					
Land	\$ 174,661	\$ 7,276	\$ —	\$ 91	\$ 181,846
Assets under construction	1,194,364	513,780	(361,793)	—	1,346,351
Total capital assets not being depreciated	1,369,025	521,056	(361,793)	91	1,528,197
Capital assets being depreciated (cost)					
Buildings	666,087	4,356	28,240	867	697,816
Improvements other than buildings	58,831	—	867	216	59,482
Equipment	319,524	5,390	76,967	4,404	397,477
Infrastructure	4,362,098	—	255,719	4,765	4,613,052
Total capital assets being depreciated	5,406,540	9,746	361,793	10,252	5,767,827
Less accumulated depreciation for:					
Buildings	215,367	19,113	—	636	233,844
Improvements other than buildings	41,643	2,136	—	216	43,563
Equipment	251,389	21,689	—	3,512	269,566
Infrastructure	2,836,229	150,758	—	4,765	2,982,222
Total accumulated depreciation	3,344,628	193,696	—	9,129	3,529,195
Total capital assets being depreciated, net	2,061,912	(183,950)	361,793	1,123	2,238,632
Total capital assets	\$ 3,430,937	\$ 337,106	\$ —	\$ 1,214	\$ 3,766,829

Pennsylvania Turnpike Commission
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Notes to Financial Statements (continued)

5. Capital Assets (continued)

	Balance June 1, 2006	Additions	Transfers	Retirements	Balance May 31, 2007
	<i>(In Thousands)</i>				
Capital assets not being depreciated (cost)					
Land	\$ 156,816	\$ 17,845	\$ —	\$ —	\$ 174,661
Assets under construction	875,755	572,861	(254,252)	—	1,194,364
Total capital assets not being depreciated	1,032,571	590,706	(254,252)	—	1,369,025
Capital assets being depreciated (cost)					
Buildings	651,848	4,818	10,709	1,288	666,087
Improvements other than buildings	56,604	1,567	660	—	58,831
Equipment	305,176	10,523	10,252	6,427	319,524
Infrastructure	4,129,467	—	232,631	—	4,362,098
Total capital assets being depreciated	5,143,095	16,908	254,252	7,715	5,406,540
Less accumulated depreciation for:					
Buildings	198,213	18,179	—	1,025	215,367
Improvements other than buildings	39,222	2,421	—	—	41,643
Equipment	242,961	14,561	—	6,133	251,389
Infrastructure	2,672,976	163,253	—	—	2,836,229
Total accumulated depreciation	3,153,372	198,414	—	7,158	3,344,628
Total capital assets being depreciated, net	1,989,723	(181,506)	254,252	557	2,061,912
Total capital assets	<u>\$ 3,022,294</u>	<u>\$ 409,200</u>	<u>\$ —</u>	<u>\$ 557</u>	<u>\$ 3,430,937</u>

For the fiscal years ended May 31, 2008 and 2007, the Commission incurred interest costs of \$26.2 million and \$22.5 million, respectively, which qualified for capitalization. These costs were offset by an approximately equal amount of interest income resulting in a net capitalization of zero for both fiscal years.

Pennsylvania Turnpike Commission
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Notes to Financial Statements (continued)

6. Debt

Debt consists of the following:

	May 31	
	2008	2007
	<i>(In Thousands)</i>	
Mainline Debt		
1998 Series Q: Issued \$53,000 in July 1998 at a variable rate, due in varying installments through June 1, 2028	\$ 53,000	\$ 53,000
2001 Series R: Issued \$186,025 in March 2001 at 5.00%, due in varying installments through December 1, 2030	186,025	186,025
2001 Series S: Issued \$244,925 in May 2001 at 3.40% to 5.60%, due in varying installments through June 1, 2015	160,205	176,080
2001 Series T: Issued \$86,660 in September 2001 at 4.13% to 5.50%, due in varying installments through December 1, 2013	75,355	77,825
2001 Series U: Issued \$169,820 in September 2001 at a variable rate, due in varying installments through December 1, 2019	169,820	169,820
2002 Series A: Issued \$288,265 in September 2002 at a variable rate, due in varying installments through December 1, 2030	288,265	288,265
2002 Series B: Issued \$160,880 in September 2002 at a variable rate, due in varying installments through December 1, 2012	67,940	85,565
2004 Series A: Issued \$269,245 in June 2004 at 5.00% to 5.50%, due in varying installments through December 1, 2034	269,245	269,245
2006 Series A: Issued \$118,015 in June 2006 at 5.00%, due in varying installments through December 1, 2026	118,015	118,015
2006 Series B: Issued \$117,925 in June 2006 at a variable rate, refunded with 2008 Series A Multi-Modal Bonds	—	115,715
2006 Series C: Issued \$117,925 in June 2006 at a variable rate, refunded with 2008 Series A Multi-Modal Bonds	—	115,715
2007 Series A: Issued \$280,830 in October 2007 at 4.00%, due in varying installments through October 15, 2009	280,830	—
2007 Series B (Federally Taxable): Issued \$251,025 in October 2007 at 5.29% due in varying installments through October 15, 2009	251,025	—
2008 Series A Subordinate (Subseries A-1): Issued \$176,565 in April 2008 at 4.125% to 5.00%, due in varying installments through June 1, 2038	176,565	—
2008 Series A Subordinate (Subseries A-2 Federally Taxable): Issued \$68,290 in April 2008 at 3.74% to 6.41%, due in varying installments through June 1, 2022	68,290	—
2008 Series B Multi-Modal: Issued \$402,000 in May 2008 at a variable rate, due in varying installments through December 1, 2038	402,000	—
2008 Series A Multi-Modal Refunding: Issued \$233,455 in May 2008 at a variable rate, due in varying installments through December 1, 2022	233,455	—
Total Mainline debt payable	2,800,035	1,655,270

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Notes to Financial Statements (continued)

6. Debt (continued)

	May 31	
	2008	2007
	<i>(In Thousands)</i>	
Oil Company Franchise Tax Debt		
1998 Series A Oil Company Franchise Tax Revenue: Issued \$310,475 in August 1998 at 3.85% to 5.50%, partially defeased in July 2003 and November 2006, due in varying installments through December 1, 2023	\$ 21,665	\$ 24,660
1998 Series B Oil Company Franchise Tax Revenue: Issued \$228,405 in August 1998 at 3.85% to 5.25%, partially defeased in July 2003 and November 2006, due in varying installments through December 1, 2027	30,600	32,280
2003 Series A Oil Company Franchise Tax Revenue: Issued \$124,730 in August 2003 at 2.50% to 5.25%, partially defeased in November 2006, due in varying installments through December 1, 2024	57,355	61,150
2003 Series B Oil Company Franchise Tax Revenue: Issued \$197,955 in August 2003 at 2.38% to 5.50%, partially defeased in November 2006, due in varying installments through December 1, 2032	73,305	76,180
2003 Series C Oil Company Franchise Tax Multi-Modal Revenue: Issued \$160,000 in August 2003 at a variable rate, were converted to a fixed rate of 5.00% in May 2008, due in varying installments through December 1, 2032	160,000	160,000
2006 Series A Oil Company Franchise Tax Revenue Refunding: Issued \$98,705 in November 2006 at 5.00%, due in varying installments through December 1, 2023	98,705	98,705
2006 Series B Oil Company Franchise Tax Revenue Refunding: Issued \$141,970 in November 2006 at 3.75% to 5.00%, due in varying installments through December 1, 2031	141,970	141,970
Total Oil Company Franchise Tax debt payable	583,600	594,945
Motor License Registration Fee Debt		
2005 Series A: Issued \$234,135 in August 2005 at 3.25% to 5.25%, due in varying installments through July 15, 2030	221,780	227,110
2005 Series B, C, and D: Issued \$231,425 in August 2005 at a variable rate, due in varying installments through July 15, 2041	231,425	231,425
Total Motor License Registration Fee debt payable	453,205	458,535
Unamortized premium	3,836,840	2,708,750
Unamortized deferred loss on refundings	56,906	49,005
	(70,904)	(73,622)
	3,822,842	2,684,133
Less current portion	67,555	52,645
	\$ 3,755,287	\$ 2,631,488

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Notes to Financial Statements (continued)

6. Debt (continued)

As disclosed in Note 3, the Commission's Trust Indentures impose certain restrictions and requirements. The Commission's Trust Indenture for the Series 2008 A Turnpike Subordinate Revenue Bonds imposes that the Commission establish and maintain schedules of tolls for traffic over the System as required by the Senior Indenture, and in addition, the amount paid into the General Reserve Fund of the Senior Indenture in each fiscal year and for each Commission Payment, will be at least sufficient to provide funds in an amount not less than: (1) 115% of the Annual Debt Service for each fiscal year on account of all outstanding Revenue Bonds and Revenue Bonds Parity Obligations; (2) 100% of the Annual Debt Service for such fiscal year on account of all Outstanding Guaranteed Bonds, Guaranteed Bonds Parity Obligations and Subordinated Indebtedness; and (3) any payment by the Commission required by the Subordinate Indenture for restoring deficiency in the Debt Service Fund within an eighteen (18) month period.

The Amended and Restated Trust Indenture of 2001 requires that tolls be adequate to provide funds to cover current expenses and (1) provide funds in an amount not less than the greater of 130% of the maximum principal and interest requirements for the succeeding year, or (2) 100% of the maximum principal and interest payments for the next fiscal year plus the amount required for maintenance of the Turnpike System as determined by the Commission's Consulting Engineer. If any deficiencies occur, the Commission is authorized to raise tolls appropriately.

The Oil Company Franchise Tax Revenue Bonds are secured by a pledge and assignment by the Commission to the Trustee of: (1) all proceeds from the Commission's allocation of the Commonwealth of Pennsylvania's Oil Company Franchise Tax; (2) the Commission's right to receive its allocation of the Oil Company Franchise Tax and any portion of the allocation actually received by the Commission; (3) all monies deposited into accounts or funds created by the 1998 Indenture, as supplemented; and, (4) all investment earnings on all monies held in accounts and funds established by the 1998 Indenture.

The 1998 Indenture requires the Commission to petition the General Assembly of the Commonwealth of Pennsylvania for additional funds in the event that the Commission's allocation of the Oil Company Franchise Tax is inadequate to pay maximum principal and interest payments for the succeeding year.

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Notes to Financial Statements (continued)

6. Debt (continued)

Pursuant to Section 20 of Act 3, the Commonwealth appropriates \$28,000,000 of Act 3 revenues to the Commission annually. The \$28,000,000 is payable to the Commission in the amount of \$2,333,333 per month. The Registration Fee Revenue Bonds are secured by a pledge and assignment by the Commission to the Trustee of any receipts, revenues and other moneys received by the Trustee on or after the date of the Indenture from the Commission's allocation of Act 3 revenues and any income earned on any fund or account established pursuant to the Indenture.

Changes in debt are as follows:

	Balance at June 1, 2007	Additions	Reductions	Balance at May 31, 2008	Due Within One Year
	<i>(In Thousands)</i>				
Mainline debt	\$ 1,655,270	\$ 1,412,165	\$ 267,400	\$ 2,800,035	\$ 49,495
Oil Company Franchise Tax debt	594,945	—	11,345	583,600	12,560
Motor License Registration Fee debt	458,535	—	5,330	453,205	5,500
	2,708,750	1,412,165	284,075	3,836,840	67,555
Premium (discount)	49,005	11,068	3,167	56,906	—
Less: deferred loss on refundings	73,622	2,187	4,905	70,904	—
	<u>\$ 2,684,133</u>	<u>\$ 1,421,046</u>	<u>\$ 282,337</u>	<u>\$ 3,822,842</u>	<u>\$ 67,555</u>

	Balance at June 1, 2006	Additions	Reductions	Balance at May 31, 2007	Due Within One Year
	<i>(In Thousands)</i>				
Mainline debt	\$ 1,340,125	\$ 353,865	\$ 38,720	\$ 1,655,270	\$ 35,970
Oil Company Franchise Tax debt	604,925	240,675	250,655	594,945	11,345
Motor License Registration Fee debt	465,560	—	7,025	458,535	5,330
	2,410,610	594,540	296,400	2,708,750	52,645
Premium (discount)	34,957	17,668	3,620	49,005	—
Less: deferred loss on refundings	66,204	12,082	4,664	73,622	—
	<u>\$ 2,379,363</u>	<u>\$ 600,126</u>	<u>\$ 295,356</u>	<u>\$ 2,684,133</u>	<u>\$ 52,645</u>

The issuance of new debt is conducted in accordance with the terms of the applicable Trust Indenture and approval of the Commissioners.

In June 2006, the Commission issued Series A, B, and C of 2006 Revenue Bonds in the total amount of \$353,865,000. These bonds were issued primarily to finance the cost of funding various capital expenditures as set forth in the Commission's Ten-Year Capital Plan. The Series A bonds are fixed-rate bonds and were issued in the amount of \$118,015,000. Series B and C are variable-rate bonds and were issued in the amount of \$117,925,000 each.

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Notes to Financial Statements (continued)

6. Debt (continued)

In November 2006, the Commission issued Oil Franchise Tax Series A and B Revenue Refunding Bonds in the total amount of \$240,675,000. The bonds were issued to partially defease Series A and B of 1998 and Series A and B of 2003 Oil Company Franchise Tax Revenue Bonds. The reacquisition price exceeded the net carrying amount of the Series A bonds by \$3,612,073 and the Series B bonds by \$8,470,009. These amounts will be amortized over the life of the new bonds. This advance refunding was undertaken to reduce total debt service payments over the next 26 years by \$22,738,563 and resulted in an economic gain of \$7,266,799. The 2006 Series A and B are fixed rate bonds and were issued in the amounts of \$98,705,000 and \$141,970,000, respectively.

In October 2007, the Commission issued Series A&B Bond Anticipation Notes in the amounts of \$280,830,000 and \$251,025,000, respectively. The 2007 Series Anticipation Notes were issued primarily to make payments to PennDOT in accordance with Act 44 to fund certain grants to mass transit agencies and various road, highway, bridge and capital projects of PennDOT. The Series A Anticipation Notes have a 4.00% fixed rate. The Series B Anticipation Notes are federally taxable and were issued at 5.29%.

In April 2008, the Commission issued Series 2008 A (Subseries A-1) Subordinate Bonds in the amount of \$176,565,000 at fixed rates from 4.125% to 5.00% and (Subseries A-2) which are federally taxable for \$68,290,000 at fixed rates from 3.74% to 6.41%. The 2008 A Subordinate Bonds were issued primarily to make payments to the Pennsylvania Department of Transportation (PennDOT) in accordance with Act 44 to fund certain grants to mass transit agencies and various road, highway, bridge and capital projects of PennDOT. Also in April 2008, the Oil Company Franchise Tax Revenue Bonds Series 2003 C were converted from auction rate to 5.00% fixed.

In May 2008, the Commission issued Series 2008 A Multi-Modal Refunding Bonds in the amount of \$233,455,000. The primary purpose of this variable to variable refunding was to replace the Ambac insured 2006 B&C bonds with the 2008 A bonds which are uninsured, supported by a JP Morgan Standby Bond Purchase Agreement. The refunding of these bonds resulted in a deferred loss of \$2.2 million that will be amortized over the life of the bonds.

In May 2008, the Commission also issued Series 2008 B Multi-Modal Bonds in the amount of \$402,000,000. The 2008 B Series Bonds were issued primarily to provide funds to finance the costs of various capital expenditures for the Pennsylvania Turnpike System as set forth in the Commission's current Ten-Year Capital Plan. The bonds were issued at a variable rate.

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Notes to Financial Statements (continued)

6. Debt (continued)

In prior years as well as the current year, the Commission defeased certain revenue bonds by placing funds in irrevocable trusts to provide for all future debt service payments on the defeased bonds. Accordingly, the trust account assets and the liability for the defeased bonds were not included in the Commission's financial statements. At May 31, 2008 and 2007, the Commission had \$993.0 million and \$1,085.5 million, respectively, of defeased bonds outstanding.

Total debt service requirements subsequent to May 31, 2008 are as follows:

Year Ending May 31	Principal Maturities	Interest	Total
	<i>(In Thousands)</i>		
2009	\$ 67,555	\$ 134,609	\$ 202,164
2010	607,655	126,191	733,846
2011	80,380	111,297	191,677
2012	83,990	108,237	192,227
2013	88,185	104,874	193,059
2014 – 2018	509,355	468,974	978,329
2019 – 2023	477,660	393,345	871,005
2024 – 2028	595,570	286,610	882,180
2029 – 2033	712,780	166,707	879,487
2034 – 2038	462,780	43,319	506,099
2039 – 2043	150,930	3,185	154,115
	<u>\$ 3,836,840</u>	<u>\$ 1,947,348</u>	<u>\$ 5,784,188</u>

Pennsylvania Turnpike Commission
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Notes to Financial Statements (continued)

6. Debt (continued)

Debt service requirements subsequent to May 31, 2008 related to the Mainline debt are as follows:

Year Ending May 31	Principal Maturities	Interest	Total
<i>(In Thousands)</i>			
2009	\$ 49,495	\$ 92,541	\$ 142,036
2010	588,895	83,898	672,793
2011	60,815	69,751	130,566
2012	63,555	67,579	131,134
2013	66,770	65,182	131,952
2014 – 2018	385,485	287,089	672,574
2019 – 2023	319,030	245,855	564,885
2024 – 2028	392,575	183,819	576,394
2029 – 2033	456,865	119,166	576,031
2034 – 2038	362,840	32,305	395,145
2039 – 2043	53,710	691	54,401
	<u>\$ 2,800,035</u>	<u>\$ 1,247,876</u>	<u>\$ 4,047,911</u>

Debt service requirements subsequent to May 31, 2008 related to Oil Company Franchise Tax debt are as follows:

Year Ending May 31	Principal Maturities	Interest	Total
<i>(In Thousands)</i>			
2009	\$ 12,560	\$ 27,277	\$ 39,837
2010	13,075	27,691	40,766
2011	13,685	27,150	40,835
2012	14,340	26,521	40,861
2013	15,020	25,868	40,888
2014 – 2018	86,730	118,062	204,792
2019 – 2023	110,780	94,675	205,455
2024 – 2028	141,190	64,293	205,483
2029 – 2033	176,220	26,508	202,728
	<u>\$ 583,600</u>	<u>\$ 438,045</u>	<u>\$ 1,021,645</u>

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Notes to Financial Statements (continued)

6. Debt (continued)

Debt service requirements subsequent to May 31, 2008 related to Motor License Registration Fee debt are as follows:

Year Ending May 31	Principal Maturities	Interest	Total
	<i>(In Thousands)</i>		
2009	\$ 5,500	\$ 14,791	\$ 20,291
2010	5,685	14,602	20,287
2011	5,880	14,396	20,276
2012	6,095	14,137	20,232
2013	6,395	13,824	20,219
2014 – 2018	37,140	63,823	100,963
2019 – 2023	47,850	52,815	100,665
2024 – 2028	61,805	38,498	100,303
2029 – 2033	79,695	21,033	100,728
2034 – 2038	99,940	11,014	110,954
2039 – 2043	97,220	2,494	99,714
	<u>\$ 453,205</u>	<u>\$ 261,427</u>	<u>\$ 714,632</u>

Interest on the following debt: 2008 Series A Subordinate, 2001 Series R, 2001 Series S, 2001 Series T, 2004 Series A, 2006 Series A, 1998 Series A and B Oil Company Franchise Tax Revenue, 2003 Series A, B, and C Oil Company Franchise Tax Revenue, and 2006 Series A and B Oil Company Franchise Tax Revenue Refunding Bonds is payable semiannually on June 1 and December 1 of each year. Interest on the 2008 Series A Refunding, 2008 Series B, 1998 Series Q Revenue Bonds, Series U Revenue Bonds, 2002 Series A and B Revenue Bonds, and 2006 Series B and C is payable the first of every month. Interest on the 2005 Series A Registration Fee Revenue Bonds is payable semiannually on January 15 and July 15 of each year. Interest on the 2005 Series B, C, and D Registration Fee Revenue Bonds is payable on the 15th of every month. Interest on the 2007 Series A&B Anticipation Notes is due April 15 and October 15.

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Notes to Financial Statements (continued)

6. Debt (continued)

Swap Payments and Associated Debt

Net swap payments and related debt service requirements subsequent to May 31, 2008, assuming current interest rates remain the same for the term of the agreements are as follows:

Year Ending May 31	Variable-Rate Bonds		Fixed	Total
	Principal Maturities	Interest	Interest Rate Swaps, Net	
(In Thousands)				
2009	\$ 18,470	\$ 18,198	\$ 24,455	\$ 61,123
2010	15,540	17,914	23,985	57,439
2011	13,385	17,674	23,617	54,676
2012	13,785	17,448	23,276	54,509
2013	14,405	17,214	22,923	54,542
2014 – 2018	182,855	80,607	109,537	372,999
2019 – 2023	127,540	65,965	96,484	289,989
2024 – 2028	137,135	56,683	88,364	282,182
2029 – 2033	235,300	40,839	68,028	344,167
2034 – 2038	265,515	20,962	35,387	321,864
2039 – 2043	135,520	2,801	4,643	142,964
	\$ 1,159,450	\$ 356,305	\$ 520,699	\$ 2,036,454

Year Ending May 31	Fixed-Rate Bonds		Variable	Total
	Principal Maturities	Interest	Interest Rate Swaps, Net	
(In Thousands)				
2009	\$ —	\$ 12,971	\$ (5,103)	\$ 7,868
2010	—	13,901	(5,103)	8,798
2011	—	13,901	(5,103)	8,798
2012	—	13,901	(5,103)	8,798
2013	—	13,901	(5,103)	8,798
2014 – 2018	—	69,504	(25,513)	43,991
2019 – 2023	20,065	69,504	(25,255)	64,314
2024 – 2028	155,300	49,206	(14,312)	190,194
2029 – 2033	102,650	15,826	(3,438)	115,038
	\$ 278,015	\$ 272,615	\$(94,033)	\$ 456,597

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Notes to Financial Statements (continued)

6. Debt (continued)

Swap Payments and Associated Debt (continued)

As rates vary, variable rate bond interest payments and net swap payments will vary. Please refer to Note 8 Commitments and Contingencies – Interest Rate Swaps for additional information pertaining to the individual swaps.

7. Retirement Benefits

Substantially all employees of the Commission participate in the Commonwealth of Pennsylvania State Employees' Retirement System (System), a cost-sharing multiple-employer public employee retirement system that was established under the provisions of Public Law 858, No. 331.

Membership in the System is mandatory for most Commission employees. The System provides retirement, death, and disability benefits, which were established by and can be amended according to statute. Retirement benefits vest after 5 years of credited service. Employees who retire at age 60 or with 35 years of service if under age 60 are entitled to an unreduced annual retirement benefit.

Article II of the Pennsylvania Constitution provides the General Assembly the authority to establish or amend benefit provisions. Act 2001-9, signed into law on May 17, 2001, established Class AA membership whereby, generally, annual full retirement benefits for electing active members is 2.5% of the member's highest three-year average salary (final average salary) multiplied by years of service. Commission employees hired after June 30, 2001 are Class AA members. Members hired on or before June 30, 2001 had the option, but were not required, to elect Class AA membership. Those members not electing Class AA membership are considered Class A. The general annual benefit for full retirement for Class A members is 2% of the member's final average salary multiplied by years of service.

Covered Class A and Class AA employees are required by statute to contribute to the System at a rate of 5% and 6.25%, respectively, of their gross pay. Employees' contributions are recorded in individually identified accounts, which are also credited with interest, calculated quarterly to yield 4% per annum, as mandated by statute. Accumulated employee contributions and credited interest vest immediately and are returned to the employee upon termination of service if the employee is not eligible for other benefits.

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Notes to Financial Statements (continued)

7. Retirement Benefits (continued)

Participating agency contributions, including those for the Commission, are also mandated by statute and are based upon an actuarially determined percentage of gross pay that is necessary to provide the System with assets sufficient to meet the benefits to be paid to System members.

The Commission's retirement contribution, as a percentage of covered payroll, for all Class A and Class AA members whose normal retirement age is any age upon accumulation of 35 years of eligibility points or age 60, with three years of service are as follows:

Year Ended June 30	Class A	Class AA
2008	2.63%	3.28%
2007	2.59%	3.23%
2006	1.90%	2.37%
2005	1.15%	1.43%

The Commission's required contributions and percentage contributed are as follows:

Year Ended May 31	Commission Required Contribution	% Contributed
	<i>(In millions)</i>	
2008	\$ 3.7	100%
2007	\$ 3.3	100%
2006	\$ 2.5	100%
2005	\$ 1.4	100%

A copy of the System's annual financial statements can be obtained by writing to: State Employees' Retirement System, 30 North Third Street, P.O. Box 1147, Harrisburg, Pennsylvania 17108-1147.

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Notes to Financial Statements (continued)

8. Commitments and Contingencies

Litigation

The Commission is a defendant in a number of legal proceedings pertaining to matters normally incidental to routine operations. Such litigation includes, but is not limited to, claims asserted against the Commission arising from alleged torts, alleged breaches of contracts, and condemnation proceedings. Tort claims against the Commission are generally barred by sovereign immunity, except as waived by statute. Further, to the extent waived, damages for any loss are limited by sovereign immunity to \$250,000 for each person and \$1,000,000 for each accident. Based on the current status of all of the Commission's legal proceedings, it is the opinion of Commission management and counsel that they will not have a material effect on the Commission's financial position.

Open Purchase Order Commitments

At May 31, 2008, the Commission had open purchase order commitments of \$1,133,215,453.

Lease and Funding Agreement Between the Commission and PennDOT

On October 14, 2007, the Commission and PennDOT entered into a Lease and Funding Agreement (the Agreement) as required under the terms of Act 44. The Agreement provides for an option to the Commission to lease the portion of Interstate 80 located in the Commonwealth from PennDOT. In addition, the Agreement contains certain provisions set forth in Act 44, including provisions dealing with the terms and conditions of the conversion of Interstate 80 into a toll road (the Conversion), subject to the requisite approval of the Federal Highway Administration (FHWA), and the operation, maintenance, repair and improvement of Interstate 80. The term of the Agreement is 50 years.

The Agreement grants the unilateral option to the Commission to effectuate the Conversion at any time before the third anniversary of the Agreement (the Conversion Period), provided that the Commission may elect to extend such Conversion Period for three additional one-year periods.

Also, the Agreement commits the Commission to make certain payments to PennDOT. The Commission made payments of \$750 million in fiscal 2008 (recorded as nonoperating expense) and will make scheduled payments of \$850 million in fiscal year 2009 and \$900 million in fiscal year 2010, whether or not Conversion has occurred. Thereafter, the scheduled annual payments

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Notes to Financial Statements (continued)

8. Commitments and Contingencies (continued)

Lease and Funding Agreement Between the Commission and PennDOT (continued)

increase by 2.50% for each fiscal year for the remainder of the 50-year term, with certain credits for Interstate 80 Cost Savings once Conversion has occurred. All such cash payments are due in equal quarterly installments.

Upon Conversion, the cash component of the scheduled annual payment obligation will be offset by an amount equal to \$116,985,856 per fiscal year, reflecting cost-savings to the Commonwealth's Motor License Fund if Interstate 80 becomes a tolled facility (Interstate 80 Cost Savings). Under Act 44, the Interstate 80 Cost Savings credit (which will be prorated for the fiscal year during which Conversion occurs), increases by 4.00% for each fiscal year thereafter.

If the Conversion does not occur by October 14, 2010 (such date may be extended at the option of the Commission for up to three (3) one-year extension periods), Act 44 provides that the scheduled annual payment obligation will be reduced to \$450 million per fiscal year.

The payment obligations of the Commission under the Agreement are to be subordinate obligations of the Commission, payable from amounts in the General Reserve Fund only as permitted by any financing documents, financial covenants, liquidity policies, or other agreements in effect of the Commission. However, the Commission is required by the terms of the Lease to fix and adjust tolls at levels that will generate revenues (together with other available moneys) sufficient to pay, among other things, amounts to PennDOT pursuant to the Agreement when due and other obligations of the Commission.

Interest Rate Swaps

In June 2006, the Commission entered into a fixed-to-variable swap agreement with a counterparty with respect to Series A of the 2006 Revenue Bonds. The purpose of this agreement was to provide an overall cost savings for the Commission. The total notional amount of the swap is \$118,015,000.

The Commission entered into constant-maturity swap agreements in both August and September 2006 to benefit from expected changes in the 10-year SWAP versus the one-month LIBOR yield curves. The August agreements were with four different swap providers (counterparties) with respect to the Series U of 2001 and Series A of 2002 Revenue bonds and had a total notional value of \$458,085,000. The September agreements were with two different swap providers and were placed with respect to the Series C of 2003 Oil Company Franchise Tax Multi-Modal Revenue bonds; the total notional value of the two agreements is \$160,000,000.

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Notes to Financial Statements (continued)

8. Commitments and Contingencies (continued)

Interest Rate Swaps (continued)

Following is a summary of the swaps in place as of May 31, 2008. These swap agreements contain certain risks as described below.

Associated Debt	Notional Value	Final Maturity	Receivable		Payable		Fair Value (to) from Counterparty
			Floating Rate Index ⁽¹⁾	Fixed Rate	Floating Rate Index ⁽¹⁾	Fixed Rate	
Series U 2001	\$ 127,365,000 42,455,000	12/01/2019 12/01/2019	67.00% of 1-month LIBOR			4.21%	\$(11,432,859) (3,810,466)
Series A 2002	72,066,250	12/01/2030	67.00% of 1-month LIBOR			4.40%	(9,602,987)
	144,070,000	12/01/2030					(19,196,929)
	72,066,250	12/01/2030					(9,604,003)
Series U 2001 and A 2002 Constant maturity	107,784,000	12/01/2030	60.08% of 10-year SWAP		67.00% of 1-month LIBOR		2,036,907
	107,784,000	12/01/2030					2,036,684
	107,784,000	12/01/2030					2,036,684
	134,733,000	12/01/2030					2,559,849
Series B 2002	16,985,000	12/01/2012	SIFMA			4.54%	(717,586)
	33,970,000	12/01/2012					(1,435,144)
	16,985,000	12/01/2012					(717,748)
Series C 2003	48,000,000	12/01/2032	63.00% of 1-month LIBOR		SIFMA ⁽²⁾	3.84% ⁽²⁾	(603,599)
	112,000,000	12/01/2032	plus 20 basis points				(1,408,479)
Series C 2003 Constant maturity	80,000,000	11/15/2032	60.15% of 10-year SWAP		67.00% of 1-month LIBOR		975,547
	80,000,000	11/15/2032					975,547
Series 2005	57,860,000	07/15/2041	SIFMA			4.20%	(2,987,526)
	57,845,000						(2,986,931)
	57,860,000						(2,984,039)
	57,860,000						(2,984,039)
Series A 2006	118,015,000	12/01/2026		4.19%	SIFMA		6,752,416
Series 2008 Forward starting	100,000,000	12/01/2038	SIFMA			4.89%	(15,127,327)
	100,000,000						(15,126,049)
	100,000,000						(15,127,323)
	\$ 1,953,487,500						

⁽¹⁾ 1-month LIBOR was 2.4575% at May 31, 2008.

SIFMA was 1.62% at May 31, 2008.

10-year SWAP was 4.68% at May 31, 2008

⁽²⁾ 3.84% until May 20, 2008; SIFMA thereafter

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Notes to Financial Statements (continued)

8. Commitments and Contingencies (continued)

Interest Rate Swaps (continued)

- **Credit Risk** – The Commission is exposed to credit risk for swaps that have positive fair values. The Commission was exposed to credit risk with respect to the Series U of 2001 and A of 2002 constant maturity, the Series C of 2003 constant maturity, and the Series A of 2006 swaps at May 31, 2008. However, should interest rates change and the fair values of the other swaps become positive, the Commission would have additional credit risk exposure.

The Commission had eleven counterparties at May 31, 2008. The credit ratings of the swap providers as of May 31, 2008 were AAA to A+ and Aaa to Baa1 by Standard & Poor's and Moody's, respectively. To mitigate the exposure to credit risk, the swap agreements include collateral provisions in the event of downgrades to the swap counterparties' credit ratings. Collateral would be posted with a third-party custodian and would be in the form of cash, U.S. Treasury Obligations, or U.S. Government Agency Securities.

- **Interest Rate Risk** – The Commission is exposed to variable interest rates with respect to the fixed-to-variable swap agreement associated with the Series A of 2006 Revenue Bonds and the 2003 C Oil Franchise Tax Bonds. Additionally, the Commission will be exposed to variable interest rates if one or more of the swap providers for the variable-to-fixed swap agreement defaults or if a variable-to-fixed swap is terminated.
- **Basis Risk** – The underlying variable rates for the Commission's Series U and Series A bonds are based on Securities Industry and Financial Markets Association (SIFMA) while the Series U and Series A swaps are based on a percentage of LIBOR. Therefore, the Commission is exposed to basis risk to the extent SIFMA exceeds 67% of one-month LIBOR.

The Commission is also exposed to basis risk related to Series C of 2003 and the constant maturity swap agreements. The exposure for the agreement associated with the Series C 2003 is to the extent that SIFMA exceeds 63% of one-month LIBOR plus 20 basis points. The exposure for the Series C 2003 constant maturity swap is to the extent 67% of one-month LIBOR exceeds 60.15% of 10-year SWAP. The exposure for Series U of 2001 and Series A of 2002 Revenue Bonds constant maturity swap is to the extent 67% of one-month LIBOR exceeds 60.08% of the 10-year SWAP.

Pennsylvania Turnpike Commission
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Notes to Financial Statements (continued)

8. Commitments and Contingencies (continued)

Interest Rate Swaps (continued)

- **Termination Risk** – The swap agreements may be terminated due to a number of circumstances and the Commission retains the option to terminate the swaps at any time. If a swap agreement is terminated (by either party), the respective variable-rate bond would no longer carry a synthetic fixed interest rate. Also, if at the time of termination, the swap had a negative fair value, the Commission would be liable to the swap counterparty for a liability equal to the swap's fair value. It is the Commission's intent to maintain the swap transactions for the life of the financing.

9. Related Party Transactions

The Commission incurred costs of \$35.5 million and \$30.7 million related to its use of the Commonwealth's State Police in patrolling the Turnpike System in 2008 and 2007, respectively.

10. Postemployment Benefits

Plan Description

The Commission maintains a welfare plan program (the Plan), one purpose of which is to provide benefits to eligible retirees and their dependents. The Plan is a single employer, defined benefit plan. The Plan does not issue a stand-alone financial report nor is it included in the financial statements of a public employee retirement system.

Plan benefit provisions and employee contribution rates are established and may be amended by the Commission. The Plan provides certain postemployment medical, prescription drug, dental and vision benefits to management employees who have reached 20 years of service and are under age 60; benefit eligibility changes from 20 to 10 years for retirees 60 years of age or older. The Plan provides certain postemployment medical and prescription drug benefits to union employees who have reached 20 years of service and are under age 60; benefit eligibility changes from 20 to 10 years for retirees 60 years of age or older.

The Commission established The Pennsylvania Turnpike Commission Retiree Medical Trust to provide these postemployment benefits other than pensions (OPEB). The Trust is administered by PNC Bank, which acts as a third-party administrator and administers the Trust under an administrative agreement with the Commission.

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Notes to Financial Statements (continued)

10. Postemployment Benefits (continued)

Funding Policy

The Commission approved a Retiree Medical Trust Funding Policy whereby the Commission anticipates approving an annual contribution to the Trust in the amount of the Annual Required Contribution as determined by the Commission's actuary during the approval of each Operating Budget.

Annual OPEB Cost and Net OPEB Asset

The Commission implemented Governmental Accounting Standards Board (GASB) Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*, prospectively during fiscal 2008 and no net OPEB obligation or asset was carried forward from prior accounting periods. Therefore, the Commission's annual OPEB cost (expense) for fiscal 2008 is equal to its annual required contribution (ARC) of \$19,455,000. The ARC is actuarially calculated in accordance with the parameters of GASB Statement No. 45 and represents a level of funding that, if paid on an ongoing basis, is projected to cover normal costs each year and the amortization of the actuarial accrued liabilities over a period not to exceed thirty years.

The Commission made contributions towards the ARC totaling \$20,549,297 in fiscal 2008 which resulted in a net OPEB asset of \$1,094,297 at year end. The contributions towards the ARC consisted of \$14,000,000 transferred to the Retiree Medical Trust plus \$7,612,262 paid to retiree medical benefit providers for current premiums offset by \$1,062,965 in contributions from retirees. The effect of adopting GASB Statement No. 45 was a \$12.9 million increase in OPEB cost (expense) for fiscal 2008. The following chart summarizes the components of the Commission's annual OPEB cost for the year ended May 31, 2008 and the amount contributed to the Plan.

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Notes to Financial Statements (continued)

10. Postretirement Benefits (continued)

Annual OPEB Cost and Net OPEB Asset (continued)

(Amounts in Thousands)

Fiscal Year Ended May 31,	Normal Cost	30-Year Level Dollar Amortization of the Unfunded Actuarial Accrued Liability (UAAL)	Mid-Year Contribution Interest	ARC	Actual Contributions	Percentage Contributed	Net OPEB Asset
2008 – transition year	\$ 4,920	\$ 13,800	\$ 735	\$ 19,455	\$ 20,549	105.6%	\$ 1,094

The ARC and its components (normal cost, UAAL, and mid-year contribution interest) were obtained from an actuarial valuation, prepared by an independent actuary, as of February 28, 2006 using census data collected as of February 28, 2006 and health care claims for the period ending February 28, 2006.

Retiree and spouse contribution rates at May 31, 2008 are as follows:

- Management employees and union employees who retired prior to July 1, 1998 and October 1, 1997, respectively—the retiree/spouse contributes the full cost of coverage less the Commission’s monthly subsidy of \$19.28 once the retiree turns 65.
- Union employees who retired on October 1, 1997 or later—the retiree/spouse contributes the full cost of coverage less the Commission’s monthly subsidy of \$73.50 when the retiree or spouse reach age 65.
- Surviving spouses are paying 100% of the premiums, except for surviving spouses of Management employees who retired after March 1, 2001.

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Notes to Financial Statements (continued)

10. Postretirement Benefits (continued)

Funding Status and Funding Progress

(Amounts in Thousands)

Fiscal Year Ended May 31	Actuarial Value of Assets	Actuarial Accrued Liability (AAL)	Unfunded Actuarial Accrued Liability (UAAL)	Funded Ratio	Covered Payroll	UAAL as a Percentage of Covered Payroll
2008 – transition year	\$ 14,000	\$ 228,067	\$ 214,067	6.1%	\$ 118,559	180.6%
2006	\$ –	\$ 167,785	\$ 167,785	–%	\$ 109,022	153.9%

The actuarial value of assets, AAL, and UAAL amounts for the fiscal years ended May 31, 2008 and 2006 in the above chart were obtained from actuarial valuations, prepared by an independent actuary, as of March 1, 2008 and February 28, 2006, respectively.

The schedule of funding progress, presented as RSI following the notes to the financial statements, is to present multiyear trend information about whether the actuarial value of Plan assets is increasing or decreasing over time relative to the actuarial accrued liability for benefits.

Actuarial Methods and Assumptions

The valuation measurements in the above charts result, in part, from estimates of the value of reported amounts and assumptions about the probability of events far into the future and such actuarially determined estimates are subject to continual revision as actual results are compared to past expectations and new estimates are made about the future. Also, the valuation measurements are based, in part, on the types of benefits provided under the terms of the substantive plan at the time of the valuation and on the pattern of sharing of costs between the Commission and the plan members through the respective valuation dates. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations. Following is a summary of the actuarial methods and assumptions used in the February 28, 2006 and March 1, 2008 valuations.

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Notes to Financial Statements (continued)

10. Postretirement Benefits (continued)

Actuarial Methods and Assumptions (continued)

Actuarial cost method	Projected Unit Credit
Discount rate	8%
Rate of return on assets	8%
Amortization method	Level dollar
Amortization period	30 years (closed)
Asset valuation method	Fair value

Health Care Trend	Medical	Prescription Drugs	Dental	Vision
Initial Rate	10%	12%	5%	4%
Ultimate Rate	5% in 2012	5% in 2014	5%	4%
Annual Change	1% decrease	1% decrease	NA	NA
Cost	Incurred costs	Incurred costs	Incurred costs	Incurred costs

Salary increases were not considered as OPEB benefits are not based upon pay.

11. Self-Insurance

The Commission is exposed to various risks of losses such as theft of, damage to, and destruction of assets, errors and omissions, third-party torts, injuries to employees, injuries to third parties due to accidents caused by Commission automobiles, and natural disasters. The Commission has purchased commercial insurance for all risks of losses, including employee medical benefits, except for torts, injuries to employees and injuries to third parties due to accidents caused by Commission automobiles. No settlements exceeded insurance coverage for each of the past three years.

The Commission recorded a liability of \$22.3 million and \$18.6 million for loss and loss adjustment expenses on claims relating to self-insurance that have been incurred but not reported as of May 31, 2008 and 2007, respectively. This liability is based on GASB Statement No. 10, *Accounting and Financial Reporting for Risk Financing and Related Insurance Issues*, which requires that a liability for claims be recorded if information prior to the issuance of the financial statements indicates that it is probable that a liability has been incurred at the date of the financial statements and the amount of the loss can be reasonably estimated. The liability is calculated based on the Commission's past loss experience. The liability was discounted using a

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Notes to Financial Statements (continued)

11. Self-Insurance (continued)

rate of 3.59% as of May 31, 2008 and 2007. The liability includes amounts for claims adjustment expense and is net of any salvage and subrogation. Salvage and subrogation were not material for the years ended May 31, 2008 and 2007. The Commission believes the liability established is reasonable and appropriate to provide for settlement of losses and related loss adjustment expenses.

Management believes that its reserve for claims incurred but not reported is determined in accordance with generally accepted actuarial principles and practices. However, estimating the ultimate liability is a complex and judgmental process inasmuch as the amounts are based on management's informed estimates and judgments using data currently available. As additional experience and data become available regarding claim payments and reporting patterns, legislative developments and economic conditions, the estimates are revised accordingly and the impact is reflected currently in the Commission's financial statements.

The following summary provides aggregated information on self-insurance liabilities:

	June 1, 2007 Liability	Effects of Discount as of June 1, 2007	Incurred Claims		Paid Claims		Effects of Discount as of May 31, 2008	May 31, 2008 Liability
			Current Year	Prior Years	Current Year	Prior Years		
<i>(In Thousands)</i>								
Year ended May 31, 2008								
Workers' compensation	\$ 7,541	\$ 2,023	\$ 1,218	\$ 589	\$ 706	\$ 1,863	\$ 1,732	\$ 7,070
Automobile/general tort	11,029	—	40	4,497	20	346	—	15,200
	<u>\$ 18,570</u>	<u>\$ 2,023</u>	<u>\$ 1,258</u>	<u>\$ 5,086</u>	<u>\$ 726</u>	<u>\$ 2,209</u>	<u>\$ 1,732</u>	<u>\$ 22,270</u>
	June 1, 2006 Liability	Effects of Discount as of June 1, 2006	Incurred Claims		Paid Claims		Effects of Discount as of May 31, 2007	May 31, 2007 Liability
			Current Year	Prior Years	Current Year	Prior Years		
<i>(In Thousands)</i>								
Year ended May 31, 2007								
Workers' compensation	\$ 7,225	\$ 2,021	\$ 1,334	\$ 1,930	\$ 739	\$ 2,207	\$ 2,023	\$ 7,541
Automobile/general tort	12,020	—	106	606	29	1,674	—	11,029
	<u>\$ 19,245</u>	<u>\$ 2,021</u>	<u>\$ 1,440</u>	<u>\$ 2,536</u>	<u>\$ 768</u>	<u>\$ 3,881</u>	<u>\$ 2,023</u>	<u>\$ 18,570</u>

The foregoing reflects an adjustment for a deficiency of \$5.1 million and \$2.5 million for the fiscal years ended May 31, 2008 and 2007, respectively, for prior years' incurred claims that resulted from a change in estimate as more information became available.

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Notes to Financial Statements (continued)

12. Compensated Absences

Sick leave is earned at a rate of 3.08 hours every two weeks, or ten days per year. Unused sick leave may be carried over from year to year up to a maximum of 18 days. In November of each year, employees are reimbursed for all accumulated unused sick leave above the maximum. Sick leave payouts were \$1,884,321 and \$1,843,218 in November 2007 and 2006, respectively.

Vacation leave is earned at varying rates, depending on years of service. Management employees earn between 4.62 and 8.93 hours every two weeks. Union employees earn between 3.08 and 8.93 hours every two weeks.

Upon termination of employment, all unused sick and vacation leave is paid to the employee. A summary of changes to compensated absences for the years ended May 31, 2008 and 2007 is as follows:

Fiscal Year Ended May 31,	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
<i>(In Thousands)</i>					
2008	\$ 16,347	\$ 12,075	\$ 11,575	\$ 16,847	\$ 9,808
2007	\$ 15,002	\$ 10,545	\$ 9,200	\$ 16,347	\$ 9,001

13. Segment Information

The Pennsylvania Turnpike Commission consists of three segment types. These segments are based on the types of revenues and the associated bond issues. The Mainline consists of income and expenses directly associated with the operations of the toll road. In addition, all bonds pledged against this revenue source are included in this segment.

The Oil Company Franchise segment consists of revenues received from the Commission's allocation of the Commonwealth's Oil Company Franchise Tax. This revenue is pledged against the associated 1998 Series A and B Oil Company Franchise Tax Revenue Bonds, the 2003 Series A, B, and C Oil Company Franchise Tax Revenue Bonds and the 2006 Series A and B Oil Company Franchise Tax Revenue Bonds.

The Motor License segment consists of an annual income of \$28 million which has been provided to the Commission pursuant to Section 20 of Act 3 of the Commonwealth of Pennsylvania. This income is pledged against the Registration Fee Revenue Bonds 2005 Series.

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Notes to Financial Statements (continued)

13. Segment Information (continued)

Balance Sheet

	May 31, 2008			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Assets				
Current assets:				
Cash and cash equivalents	\$ 52,486	\$ 18,452	\$ 3,792	\$ 74,730
Short-term investments	—	1,516	—	1,516
Accounts receivable	31,547	6,005	—	37,552
Accrued interest receivable	42	1,433	183	1,658
Inventories	15,372	—	—	15,372
Restricted current assets:				
Cash and cash equivalents	540,168	52,117	28,559	620,844
Short-term investments	71,906	82,608	—	154,514
Accrued interest receivable	547	1,564	914	3,205
Total current assets	712,068	163,695	33,448	909,211
Noncurrent assets:				
Long-term investments:				
Long-term investments unrestricted	7,907	156,643	18,032	182,582
Long-term investments restricted	39,365	70,698	69,420	179,483
Total long-term investments	47,272	227,341	87,452	362,065
Capital assets not being depreciated:				
Land	181,846	—	—	181,846
Assets under construction	953,763	264,462	128,126	1,346,351
Capital assets being depreciated:				
Buildings	697,816	—	—	697,816
Improvements other than buildings	59,482	—	—	59,482
Equipment	397,477	—	—	397,477
Infrastructure	4,613,052	—	—	4,613,052
	6,903,436	264,462	128,126	7,296,024
Less accumulated depreciation	(3,529,195)	—	—	(3,529,195)
	3,374,241	264,462	128,126	3,766,829
Other assets:				
Other assets	1,433	—	—	1,433
Deferred issuance costs	20,196	12,441	4,749	37,386
Total other assets	21,629	12,441	4,749	38,819
Total noncurrent assets	3,443,142	504,244	220,327	4,167,713
Total assets	\$ 4,155,210	\$ 667,939	\$ 253,775	\$ 5,076,924

Continued on the following page.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to Financial Statements (continued)

13. Segment Information (continued)

Balance Sheet (continued)

	May 31, 2008			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Liabilities and net assets				
Current liabilities:				
Accounts payable and accrued liabilities	\$ 97,867	\$ 18,554	\$ 4,851	\$ 121,272
Current portion of debt	49,495	12,560	5,500	67,555
Unearned income	25,963	—	—	25,963
Total current liabilities	173,325	31,114	10,351	214,790
Noncurrent liabilities:				
Debt, less current portion, net of unamortized premium/discount	2,737,067	577,543	440,677	3,755,287
Other noncurrent liabilities	37,682	198	—	37,880
Total noncurrent liabilities	2,774,749	577,741	440,677	3,793,167
Total liabilities	2,948,074	608,855	451,028	4,007,957
Net assets:				
Invested in capital assets, net of related debt	1,090,720	(330,030)	(318,801)	441,889
Restricted for certain construction and maintenance purposes	55,981	211,070	99,541	366,592
Unrestricted	60,435	178,044	22,007	260,486
Total net assets	1,207,136	59,084	(197,253)	1,068,967
Total liabilities and net assets	\$ 4,155,210	\$ 667,939	\$ 253,775	\$ 5,076,924

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to Financial Statements (continued)

13. Segment Information (continued)

Statement of Revenues, Expenses, and Changes in Net Assets

	Year Ended May 31, 2008			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Operating revenues:				
Net fares	\$ 598,926	\$ —	\$ —	\$ 598,926
Other	21,279	—	—	21,279
	<u>620,205</u>	<u>—</u>	<u>—</u>	<u>620,205</u>
Operating expenses:				
Cost of services	337,352	35,340	267	372,959
Depreciation	193,696	—	—	193,696
	<u>531,048</u>	<u>35,340</u>	<u>267</u>	<u>566,655</u>
Operating income (loss)	<u>89,157</u>	<u>(35,340)</u>	<u>(267)</u>	<u>53,550</u>
Nonoperating revenues (expenses):				
Oil company franchise tax revenues	—	60,592	—	60,592
Motor license registration fee revenue	—	—	28,000	28,000
Investment earnings	22,495	22,329	5,664	50,488
Other nonoperating expenses	(135)	—	—	(135)
Act 44 payments to PennDOT	(750,000)	—	—	(750,000)
Interest and bond expenses	(96,550)	(28,903)	(20,797)	(146,250)
	<u>(824,190)</u>	<u>54,018</u>	<u>12,867</u>	<u>(757,305)</u>
Change in net assets before capital contributions	<u>(735,033)</u>	<u>18,678</u>	<u>12,600</u>	<u>(703,755)</u>
Capital contributions	10,258	2,316	—	12,574
Change in net assets	<u>(724,775)</u>	<u>20,994</u>	<u>12,600</u>	<u>(691,181)</u>
Net assets at beginning of year	1,925,643	44,374	(209,869)	1,760,148
Asset transfers	6,268	(6,284)	16	—
Net assets at end of year	<u>\$ 1,207,136</u>	<u>\$ 59,084</u>	<u>\$(197,253)</u>	<u>\$ 1,068,967</u>

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to Financial Statements (continued)

13. Segment Information (continued)

Statement of Cash Flows

	Year Ended May 31, 2008			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Operating activities				
Cash received from customer tolls and deposits	\$ 667,795	\$	\$	\$ 667,795
Cash payments for goods and services	(267,199)	(41,857)	(267)	(309,323)
Cash payments to employees	(156,402)	(200)	—	(156,602)
Cash received from other operating activities	14,281	222	—	14,503
Net cash provided by (used in) operating activities	258,475	(41,835)	(267)	216,373
Investing activities				
Proceeds from sales and maturities of investments	787,898	351,291	120,392	1,259,581
Interest received on investments	21,748	19,480	5,447	46,675
Purchases of investments	(505,246)	(245,542)	(113,989)	(864,777)
Net cash provided by investing activities	304,400	125,229	11,850	441,479
Capital and related financing activities				
Capital grants received	12,939	3,755	—	16,694
Construction and acquisition of capital assets	(449,323)	(82,520)	15	(531,828)
Proceeds from sale of capital assets	29	—	—	29
Payments for bond expenses	(2,495)	(1,058)	231	(3,322)
Payments for redemption of debt	(35,970)	(11,345)	(5,330)	(52,645)
Interest paid on debt	(90,088)	(28,866)	(21,414)	(140,368)
Proceeds from new debt	1,179,835	—	—	1,179,835
Net cash provided by (used in) capital and related financing activities	614,927	(120,034)	(26,498)	468,395

Continued on the following page.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to Financial Statements (continued)

13. Segment Information (continued)

Statement of Cash Flows (continued)

	Year Ended May 31, 2008			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Noncapital financing activities				
Cash payments to PennDOT	\$(750,000)	\$ —	\$ —	\$(750,000)
Cash proceeds from motor license grant	—	—	28,000	28,000
Cash proceeds from oil company franchise tax	—	58,709	—	58,709
Net cash (used in) provided by noncapital financing activities	(750,000)	58,709	28,000	(663,291)
Increase in cash and cash equivalents	427,802	22,069	13,085	462,956
Cash and cash equivalents at beginning of year	164,852	48,500	19,266	232,618
Cash and cash equivalents at end of year	<u>\$ 592,654</u>	<u>\$ 70,569</u>	<u>\$ 32,351</u>	<u>\$ 695,574</u>

Continued on the following page – see accompanying schedule of reconciliation.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to Financial Statements (continued)

13. Segment Information (continued)

Statement of Cash Flows (continued)

	Year Ended May 31, 2008			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Reconciliation of operating income (loss) to net cash provided by (used in) operating activities				
Operating income (loss)	\$ 89,157	\$ (35,340)	\$ (267)	\$ 53,550
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities:				
Depreciation	193,696	—	—	193,696
Change in operating assets and liabilities:				
Accounts receivable	(3,121)	—	—	(3,121)
Inventories	1,033	—	—	1,033
Other assets	(1,047)	—	—	(1,047)
Accounts payable and accrued liabilities	(23,354)	(6,495)	—	(29,849)
Other noncurrent liabilities	2,111	—	—	2,111
Net cash provided by (used in) operating activities	<u>\$ 258,475</u>	<u>\$ (41,835)</u>	<u>\$ (267)</u>	<u>\$ 216,373</u>
Noncash activities				
Increase in fair value of investments	<u>\$ 5,215</u>	<u>\$ 4,282</u>	<u>\$ 200</u>	<u>\$ 9,697</u>

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to Financial Statements (continued)

13. Segment Information (continued)

Balance Sheet

	May 31, 2007			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Assets				
Current assets:				
Cash and cash equivalents	\$ 7,039	\$ 8,677	\$ 406	\$ 16,122
Short-term investments	8,442	17,420	5,948	31,810
Accounts receivable	30,893	5,561	—	36,454
Accrued interest receivable	1,125	1,494	257	2,876
Inventories	16,679	—	—	16,679
Restricted current assets:				
Cash and cash equivalents	157,813	39,823	18,860	216,496
Short-term investments	134,852	134,010	58,373	327,235
Accrued interest receivable	3,460	2,824	908	7,192
Total current assets	360,303	209,809	84,752	654,864
Noncurrent assets:				
Long-term investments:				
Long-term investments unrestricted	69,160	121,278	14,199	204,637
Long-term investments restricted	184,833	140,335	15,050	340,218
Total long-term investments	253,993	261,613	29,249	544,855
Capital assets not being depreciated:				
Land	174,661	—	—	174,661
Assets under construction	878,657	187,580	128,127	1,194,364
Capital assets being depreciated:				
Buildings	666,087	—	—	666,087
Improvements other than buildings	58,831	—	—	58,831
Equipment	319,524	—	—	319,524
Infrastructure	4,362,098	—	—	4,362,098
	6,459,858	187,580	128,127	6,775,565
Less accumulated depreciation	3,344,628	—	—	3,344,628
	3,115,230	187,580	128,127	3,430,937
Other assets:				
Other assets	385	—	—	385
Deferred issuance costs	13,992	7,020	4,893	25,905
Total other assets	14,377	7,020	4,893	26,290
Total noncurrent assets	3,383,600	456,213	162,269	4,002,082
Total assets	\$ 3,743,903	\$ 666,022	\$ 247,021	\$ 4,656,946

Continued on the following page.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to Financial Statements (continued)

13. Segment Information (continued)

Balance Sheet (continued)

	May 31, 2007			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Liabilities and net assets				
Current liabilities:				
Accounts payable and accrued liabilities	\$ 124,554	\$ 24,731	\$ 5,593	\$ 154,878
Current portion of debt	35,970	11,345	5,330	52,645
Unearned income	22,845	—	—	22,845
Total current liabilities	183,369	36,076	10,923	230,368
Noncurrent liabilities:				
Debt, less current portion, net of unamortized premium/discount	1,600,151	585,370	445,967	2,631,488
Other noncurrent liabilities	34,740	202	—	34,942
Total noncurrent liabilities	1,634,891	585,572	445,967	2,666,430
Total liabilities	1,818,260	621,648	456,890	2,896,798
Net assets:				
Invested in capital assets, net of related debt	1,493,102	(402,117)	(318,276)	772,709
Restricted for certain construction and maintenance purposes	346,775	297,622	87,598	731,995
Unrestricted	85,766	148,869	20,809	255,444
Total net assets	1,925,643	44,374	(209,869)	1,760,148
Total liabilities and net assets	\$ 3,743,903	\$ 666,022	\$ 247,021	\$ 4,656,946

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to Financial Statements (continued)

13. Segment Information (continued)

Statement of Revenues, Expenses, and Changes in Net Assets

	Year Ended May 31, 2007			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Operating revenues:				
Net fares	\$ 592,641	\$ —	\$ —	\$ 592,641
Other	15,803	—	—	15,803
	608,444	—	—	608,444
Operating expenses:				
Cost of services	316,410	52,925	520	369,855
Depreciation	198,414	—	—	198,414
	514,824	52,925	520	568,269
Operating income (loss)	93,620	(52,925)	(520)	40,175
Nonoperating revenues (expenses):				
Oil company franchise tax revenues	—	67,071	—	67,071
Motor license registration fee revenue	—	—	28,000	28,000
Investment earnings	33,613	28,234	5,842	67,689
Other nonoperating revenues	1,405	—	—	1,405
Interest and bond expenses	(84,045)	(28,549)	(22,821)	(135,415)
	(49,027)	66,756	11,021	28,750
Change in net assets before capital contributions	44,593	13,831	10,501	68,925
Capital contributions	19,071	5,235	—	24,306
Change in net assets	63,664	19,066	10,501	93,231
Net assets at beginning of year	1,662,244	48,955	(44,282)	1,666,917
Asset transfers	199,735	(23,647)	(176,088)	—
Net assets at end of year	\$ 1,925,643	\$ 44,374	\$(209,869)	\$ 1,760,148

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to Financial Statements (continued)

13. Segment Information (continued)

Statement of Cash Flows

	Year Ended May 31, 2007			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Operating activities				
Cash received from customer tolls and deposits	\$ 670,787	\$ —	\$ —	\$ 670,787
Cash payments for goods and services	(203,761)	(51,095)	(6,162)	(261,018)
Cash payments to employees	(159,493)	—	—	(159,493)
Cash received from other operating activities	11,742	579	—	12,321
Net cash provided by (used in) operating activities	319,275	(50,516)	(6,162)	262,597
Investing activities				
Proceeds from sales and maturities of investments	292,844	295,647	26,623	615,114
Interest received on investments	25,719	24,060	4,871	54,650
Purchases of investments	(537,365)	(147,868)	(41,690)	(726,923)
Net cash (used in) provided by investing activities	(218,802)	171,839	(10,196)	(57,159)
Capital and related financing activities				
Capital grants received	12,874	4,329	—	17,203
Construction and acquisition of capital assets	(462,996)	(144,687)	5,893	(601,790)
Proceeds from sale of capital assets	1,422	—	—	1,422
Payments for bond expenses	(2,343)	(1,824)	(325)	(4,492)
Payments for redemption debt	(38,720)	(261,029)	(7,025)	(306,774)
Interest paid on debt	(72,823)	(27,860)	(21,269)	(121,952)
Proceeds from new debt	356,688	251,165	—	607,853
Net cash used in capital and related financing activities	(205,898)	(179,906)	(22,726)	(408,530)

Continued on the following page.

Pennsylvania Turnpike Commission
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Notes to Financial Statements (continued)

13. Segment Information (continued)

Statement of Cash Flows (continued)

	Year Ended May 31, 2007			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Noncapital financing activities				
Cash proceeds from motor license grant	\$ —	\$ —	\$ 28,000	\$ 28,000
Cash proceeds from oil company franchise tax	—	66,875	—	66,875
Net cash provided by noncapital financing activities	—	66,875	28,000	94,875
Increase (decrease) in cash and cash equivalents	(105,425)	8,292	(11,084)	(108,217)
Cash and cash equivalents at beginning of year	270,277	40,208	30,350	340,835
Cash and cash equivalents at end of year	\$ 164,852	\$ 48,500	\$ 19,266	\$ 232,618

Continued on the following page -- see accompanying schedule of reconciliation.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to Financial Statements (continued)

13. Segment Information (continued)

Statement of Cash Flows (continued)

	Year Ended May 31, 2007			
	Mainline	Oil Franchise	Motor License	Total
	<i>(In Thousands)</i>			
Reconciliation of operating income (loss) to net cash provided by (used in) operating activities				
Operating income (loss)	\$ 93,620	\$ (52,925)	\$ (520)	\$ 40,175
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities:				
Depreciation	198,414	—	—	198,414
Change in operating assets and liabilities:				
Accounts receivable	(1,314)	—	—	(1,314)
Inventories	1,645	—	—	1,645
Other assets	(2)	—	—	(2)
Accounts payable and accrued liabilities	25,356	2,409	(5,642)	22,123
Other noncurrent liabilities	1,556	—	—	1,556
Net cash provided by (used in) operating activities	<u>\$ 319,275</u>	<u>\$ (50,516)</u>	<u>\$ (6,162)</u>	<u>\$ 262,597</u>
Noncash activities				
Increase in fair value of investments	\$ 3,805	\$ 4,910	\$ 537	\$ 9,252
Capital contribution fair value of assets	5,745	—	—	—
	<u>\$ 9,550</u>	<u>\$ 4,910</u>	<u>\$ 537</u>	<u>\$ 9,252</u>

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Notes to Financial Statements (continued)

14. Subsequent Events

On July 29, 2008, the Commission issued Series B of 2008 fixed rate Turnpike Subordinate Revenue Bonds in the amount of \$233,905,000. The Series B of 2008 bonds consisted of Subseries B-1 of 2008 and Subseries B-2 of 2008. Subseries B-1 of 2008 totaled \$164,915,000 with \$65,420,000 Serial Bonds maturing June 1, 2030; \$48,830,000 5.50% Term Bonds maturing June 1, 2033; and, \$50,665,000 5.25% Term Bonds maturing June 1, 2036. Subseries B-2 of 2008 bonds totaled \$68,990,000 (Federally Taxable) with \$6,565,000 Serial Bonds maturing June 1, 2018; and, \$62,425,000 7.47% Term Bonds maturing June 1, 2025. These bonds were issued primarily to finance the costs of making payments to fund certain grants to mass transit agencies and various road, highway, bridge and capital projects.

On August 19, 2008, the Commission issued \$50,000,000 Turnpike Multi-Modal Revenue Bonds, Series C of 2008 maturing June 1, 2038. These bonds bear interest at a variable rate and were issued primarily to finance the costs of various capital expenditures to fund the reconstruction of roadbed and roadway and the widening, replacing and redecking of certain bridges and/or the rehabilitation of certain interchanges.

The Commission and PennDOT submitted an amended application to FHWA to toll Interstate 80 in July 2008 and supplemented such application in August 2008. By letter dated September 11, 2008, FHWA advised the Commission and PennDOT that it was unable to move the application forward at this time primarily because the proposed lease payments (from the Commission to PennDOT), as presented to FHWA, did not meet federal statutory requirements. The Commission has not yet determined its future course of action related to this matter.

The Commission expects to fund the Act 44 and Lease and Funding Agreement payments for the upcoming year using a combination of debt proceeds and a 25% toll increase, which will take effect January 2009. Given the extraordinary conditions currently being experienced in the credit markets, the ability of the Commission to secure funding through the issuance of debt may be adversely affected. Under the Agreement, if the Commission defaults on a required payment, upon notice from the Secretary of the Budget, all actions of the Commission taken by vote will require unanimous approval until such time as the default is cured.

Required Supplementary Information

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Schedule of Funding Progress –
Postemployment Healthcare Benefits

(Amounts in Thousands)

Actuarial Valuation Date	Actuarial Value of Assets	Actuarial Accrued Liability (AAL)	Unfunded AAL (UAAL)	Funded Ratio	Covered Payroll	UAAL as a Percentage of Covered Payroll
March 1, 2008	\$ 14,000	\$ 228,067	\$ 214,067	6.54%	\$ 118,559	180.6%
February 28, 2006	\$ —	\$ 167,785	\$ 167,785	—%	\$ 109,022	153.9%

Because 2008 was the year of transition for GASB Statement No. 45, requirements of GASB Statement No. 45 have been implemented prospectively; therefore, the above schedule does not reflect information for three years as typically required.

APPENDIX C

SUMMARY OF CERTAIN PROVISIONS OF THE INDENTURE

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APPENDIX C

SUMMARY OF CERTAIN PROVISIONS OF THE INDENTURE

DEFINITIONS OF CERTAIN TERMS

In addition to words and terms elsewhere defined in this Official Statement, the following words and terms as used in this Appendix C and the Indenture shall have the following meanings unless the context clearly indicates otherwise:

“Additional Bonds” -- Bonds of any Series authorized to be issued under the Indenture.

“Annual Capital Budget” -- the budget adopted by the Commission pursuant to the provisions described under the heading “The Indenture--Annual Operating Budget; Capital Budget.”

“Annual Debt Service” -- (i) the amount of principal and interest paid or payable with respect to Bonds in a Fiscal Year plus (ii) Reimbursement Obligations paid or payable by the Commission in such Fiscal Year (but only to the extent they are not duplicative of such principal and interest), plus (iii) the amounts, if any, paid or payable by the Commission in such Fiscal Year with respect to Approved Swap Agreements, minus (iv) the amounts, if any, paid or payable to the Commission in such Fiscal Year with respect to Approved Swap Agreements, provided that the difference between the amounts described in clauses (iii) and (iv) shall be included only to the extent that such difference would not be recognized as a result of the application of the assumptions set forth below. The following assumptions shall be used to determine the Annual Debt Service becoming due in any Fiscal Year:

(a) in determining the principal amount paid or payable with respect to Bonds or Reimbursement Obligations in each Fiscal Year, payment shall be assumed to be made in accordance with any amortization schedule established for such Indebtedness, including amounts paid or payable pursuant to any mandatory redemption schedule for such Indebtedness;

(b) if any of the Indebtedness or proposed Indebtedness constitutes Balloon Indebtedness, then such amounts thereof as constitute Balloon Indebtedness shall be treated as if such Indebtedness is to be amortized in substantially equal annual installments of principal and interest over a term of 25 years from the date of issuance of such Indebtedness. Anything to the contrary in the Indenture notwithstanding, during the year preceding the final maturity date of such Indebtedness, all of the principal thereof shall be considered to be due on such maturity date unless the Commission provides to the Trustee a certificate of a Financial Consultant certifying that, in its judgment, the Commission will be able to issue a take-out Indebtedness for such Balloon Indebtedness, in which event the Balloon Indebtedness shall be amortized over the term of such take-out Indebtedness and shall bear the interest rate specified in the certificate of the Financial Consultant;

(c) if any of the Indebtedness or proposed Indebtedness constitutes Variable Rate Indebtedness, then interest in future periods shall be based on the Assumed Variable Rate.

(d) Termination or similar payments under an Approved Swap Agreement shall not be taken into account in any calculation of Annual Debt Service.

“Annual Operating Budget” -- the budget adopted by the Commission pursuant to the provisions described under the heading “The Indenture--Annual Operating Budget; Capital Budget.”

“Applicable Long-Term Indebtedness” -- includes Bonds, Additional Bonds, Reimbursement Obligations and obligations of the Commission under Approved Swap Agreements, to the extent the same constitute Long-Term Indebtedness, and excludes Subordinated Indebtedness.

“Approved Swap Agreement” -- shall have the meaning set forth below under the heading “The Indenture--Approved and Parity Swap Obligations”.

“Assumed Variable Rate” -- in the case of (1) Outstanding Variable Rate Indebtedness, the average interest rate on such Indebtedness for the most recently completed 12-month period; and (2) proposed Variable Rate Indebtedness, (a) which will, in the opinion of Bond Counsel delivered at the time of the issuance thereof be excluded from gross income for federal income tax purposes, the average of the Bond Market Association Swap Index (“BMA Index”) for the 12 months ending 7 days preceding the date of calculation plus 100 basis points, or (b) in the case of Bonds not described in clause (a), the

London Interbank Offered Rate (“Libor”) most closely resembling the reset period for the Variable Rate Indebtedness plus 100 basis points; provided that if the BMA Index or Libor shall cease to be published, the index to be used in its place shall be that index which the Commission in consultation with the Financial Consultant determines most closely replicates such index, as set forth in a certificate of a Commission Official filed with the Trustee.

“Authenticating Agent” -- that Person designated and authorized to authenticate any series of Bonds or such Person designated by the Authenticating Agent to serve such function, and shall initially be the Trustee.

“Authorized Denominations” -- with respect to any Additional Bonds issued under a Supplemental Indenture, those denominations specified in such Supplemental Indenture.

“Balloon Indebtedness” -- Long-Term Indebtedness of which 25% or more of the principal matures in the same Fiscal Year and is not required by the documents pursuant to which such Indebtedness was issued to be amortized by payment or redemption prior to that Fiscal Year, provided that such Indebtedness will not constitute Balloon Indebtedness if the Trustee is provided a certificate of a Commission Official certifying that such Indebtedness is not to be treated as Balloon Indebtedness (because, by way of example, such Indebtedness is intended to serve as “wrap around” Indebtedness).

“Bank” -- as to any particular Series of Bonds, each Person (other than a Bond Insurer) providing a letter of credit, a line of credit, a guaranty or another credit or liquidity enhancement facility as designated in the Supplemental Indenture providing for the issuance of such Bonds.

“Bankruptcy Law” -- Title 9 of the United States Code, as amended from time to time, and any successor to or replacement of such Title and any other applicable federal or state bankruptcy, insolvency or similar law.

“Bond” or “Bonds” -- Bonds outstanding under the Prior Indenture and indebtedness of any kind or class, including bonds, notes, bond anticipation notes, commercial paper and other obligations, issued as Additional Bonds under the applicable provisions of the Indenture, other than Additional Bonds issued as Subordinated Indebtedness.

“Bond Buyer Index” -- shall mean the Bond Buyer 20-Bond Index as published weekly in “The Bond Buyer”. If such Index shall cease to be published, the Financial Consultant shall select another index which shall be reflective of the Commission’s fixed borrowing cost.

“Bond Counsel” -- any attorney or firm of attorneys whose experience in matters relating to the issuance of obligations by states and their political subdivisions is nationally recognized.

“Bond Documents” means Supplemental Indenture No. 16, the 2009A Bonds and any and all future renewals and extensions or restatements of, or amendments or supplements to, any of the foregoing.

“Bond Insurer” -- as to any particular maturity or any particular Series of Bonds, the Person undertaking to insure such Bonds as designated in a Supplemental Indenture providing for the issuance of such Bonds.

“Bond Owner,” “Bondholder,” “Holder,” “Owner” or “Registered Owner” (or the lower case version of the same) -- the Person in whose name any Bond or Bonds are registered on the books maintained by the Registrar.

“Bond Register” -- the register maintained pursuant to the applicable provisions of the Indenture.

“Bond Registrar” -- with respect to any series of Bonds, that Person which maintains the bond register or such other entity designated by the Bond Registrar to serve such function and initially shall be the Trustee.

“Book-Entry-Only System” -- a system similar to the system described in the Indenture and this Official Statement under “Book-Entry Only System” pursuant to which Bonds are registered in book-entry form.

“Business Day” -- any day other than a Saturday or a Sunday or a day on which banking institutions are required or authorized by law or executive order to remain closed in the city in which the designated office of the Trustee is located, the Commonwealth or the City of New York.

“Certificate of Commission Official” means a written certificate signed by a Commission Official, which certificate shall be deemed to constitute a representation of, and shall be binding upon, the Commission with respect to matters set forth therein.

“Chief Engineer” -- the employee of the Commission designated its “Chief Engineer” or any successor title.

“Code” -- the Internal Revenue Code of 1986, as amended, and the regulations proposed or in effect with respect thereto.

“Commonwealth” -- the Commonwealth of Pennsylvania.

“Commission Official” -- any commissioner, director, officer or employee of the Commission authorized to perform specific acts or duties by resolution duly adopted by the Commission.

“Conditional Redemption” -- a redemption of Bonds (1) that is conditioned upon the deposit of moneys, in an amount equal to the amount necessary to effect the redemption, with the Trustee no later than the redemption date or (2) that the Commission retains the right to rescind such notice at any time prior to the scheduled redemption date if the Commission delivers a certificate of a Commission Official to the Trustee instructing the Trustee to rescind the redemption notice.

“Consultant” -- a Person who shall be independent, appointed by the Commission as needed, qualified and having a nationwide and favorable reputation for skill and experience in such work for which the Consultant was appointed. In those situations in which a Consultant is appointed to survey risks and to recommend insurance coverage, such Consultant may be a broker or agent with whom the Commission transacts business.

“Consulting Engineers” -- the engineer or engineering firm or corporation at the time employed by the Commission under the Indenture.

“Cost” -- all or any part of:

(a) the cost of construction, reconstruction, restoration, repair and rehabilitation of a Project or portion thereof (including, but not limited to, indemnity and surety bonds, permits, taxes or other municipal or governmental charges lawfully levied or assessed during construction),

(b) the cost of acquisition of all real or personal property, rights, rights-of-way, franchises, easements and interests acquired or used for such Project or portion thereof;

(c) the cost of demolishing or removing any structures on land so acquired, including the cost of acquiring any land to which the structures may be removed;

(d) any cost of borings and other preliminary investigations necessary or incident to determining the feasibility or practicability of constructing such Project and any cost necessary or desirable to satisfy conditions associated with the issuance of any permit for the construction thereof (including the costs of environmental mitigation required in connection therewith);

(e) the cost of all machinery and equipment, vehicles, materials and rolling stock;

(f) Issuance Costs;

(g) interest on Bonds and on any Reimbursement Obligation for the period prior to, during and for a period of up to one year after completion of construction as determined by the Commission, provisions for working capital, reserves for principal and interest and for extensions, enlargements, additions, replacements, renovations and improvements;

(h) the cost of architectural, engineering, environmental feasibility, financial and legal services;

(i) plans, specifications, estimates and administrative and other expenses which are necessary or incidental to the determination of the feasibility of constructing such Project or portion thereof or incidental to the obtaining of construction contracts or to the construction (including construction administration and inspection), acquisition or financing thereof and which constitute capital costs;

(j) Current Expenses, provided that, if applicable, the Trustee has received an opinion of Bond Counsel (which opinion may address either specific Current Expenses or categories of Current Expenses) to the effect that the treatment of such Current Expenses as a Cost will not adversely affect the exclusion of interest on the Bonds from gross income for federal income tax purposes;

(k) the repayment of any loan or advance for any of the foregoing; and

(l) with respect to the use of Bond proceeds, such other costs and expenses as are permitted by the Enabling Acts at the time such Bonds are issued.

“Counsel” -- an attorney or law firm (who may be counsel for the Commission) not unsatisfactory to the Trustee.

“Credit Facility” -- any letter of credit, line of credit, standby letter of credit, indemnity or surety insurance policy or agreement to purchase a debt obligation or any similar extension of credit, credit enhancement or liquidity support obtained by the Commission from a responsible financial or insurance institution, to provide for or to secure payment of principal and purchase price of, and/or interest on Bonds pursuant to the provisions of a Supplemental Indenture under which such Bonds are issued. The use of such definition is not intended to preclude the Commission from providing the credit or liquidity support with respect to one or more series of Bonds directly rather than through a financial or insurance institution.

“Current Expenses” -- the Commission's reasonable and necessary current expenses of maintenance, repair and operation of the System, including, without limiting the generality of the foregoing, all premiums for insurance and payments into any self-insurance reserve fund, all administrative and engineering expenses relating to maintenance, repair and operation of the System, fees and expenses of the Trustee and of the Paying Agents, Policy Costs, legal expenses and any other expenses required to be paid by the Commission as shown in the Annual Operating Budget for the System.

“Debt Service Fund” -- the fund created by the Indenture and described under “The Indenture—Debt Service Fund.”

“Debt Service Reserve Fund” -- the fund created by the Indenture and described under “The Indenture—Debt Service Reserve Fund.”

“Debt Service Reserve Fund Bonds” -- shall mean the Long-Term Indebtedness specified by the Commission in this or any Supplemental Indenture that is secured by the Debt Service Reserve Fund as described under “The Indenture—Debt Service Reserve Fund.”

“Debt Service Reserve Requirement” -- the amount equal to the Maximum Annual Debt Service on account of all the Debt Service Reserve Fund Bonds.

“Defeasance Securities” --

1. Cash,
2. Government Obligations,
3. Government Obligations which have been stripped by the U.S. Treasury and CATS, TIGRS and similar securities,
4. Resolution Funding Corp. strips which have been stripped by request [and are held by] the Federal Reserve Bank of New York in book-entry form,
5. . Pre-refunded obligations of a state or municipality rated in the highest rating category by the Rating Agency, and
6. Obligations issued by the following agencies which are backed by the full faith and credit of the U.S.:
 - a. Farmers Home Administration
Certificates of beneficial ownership
 - b. Federal Financing Bank

- c. General Services Administration
Participation certificates
- d. U.S. Maritime Administration
Guaranteed Title XI financing
- e. U.S. Department of Housing and Urban Development
Project Notes
Local Authority Bonds
New Communities Debentures - U.S. government guaranteed debentures
- f. U.S. Public Housing Notes and Bonds - U.S. government guaranteed public housing notes and bonds

“Depository” -- a bank or trust company designated as such by the Commission to receive moneys under the provisions of the Indenture and approved by the Trustee, and shall include the Trustee.

“DSRF Security” -- shall have the meaning set forth under “The Indenture—Debt Service Reserve Fund.”

“DTC” – The Depository Trust Company.

“Event of Bankruptcy” -- the filing of a petition in bankruptcy (or other commencement of a bankruptcy or similar proceedings) by or against the Commission as debtor, under Bankruptcy Law.

“Event of Default” -- those events specified under “The Indenture—Events of Default” and such other events specified in any Supplemental Indentures.

“Financial Consultant” -- any financial advisor or firm of financial advisors of favorable national reputation for skill and experience in performing the duties for which a Financial Consultant is required to be employed pursuant to the provisions of the Indenture and who is retained by the Commission as a Financial Consultant for the purposes of the Indenture.

“Fiscal Year” -- the period commencing on the first day of June and ending on the last day of May of the following year.

“Fitch” – Fitch, Inc., its successors and assigns, and, if such corporation shall for any reason no longer perform the functions of a securities rating agency, “Fitch” shall be deemed to refer to any other nationally recognized rating agency designated by the Commission.

“General Reserve Fund” -- the fund created by the Indenture and described under “The Indenture—General Reserve Fund.”

“Government Obligations” --

(a) direct obligations of, or obligations the principal of and interest on which are unconditionally guaranteed as to full and timely payment by, the United States of America,

(b) obligations issued by a Person controlled or supervised by and acting as an instrumentality of the United States of America, the payment of the principal of and interest on which is fully and unconditionally guaranteed as a full faith and credit obligation of the United States of America (including any securities described in clause (a) above issued or held in book-entry form in the name of the Trustee only on the books of the Department of Treasury of the United States of America),

(c) any certificates or any other evidences of an ownership interest in obligations or specified portions thereof (which may consist of specified portions of the interest thereon) of the character described in clause (a) or (b) above, which obligations are held by a bank or trust company organized and existing under the laws of the United States of America or any state thereof in the capacity of custodian,

(d) stripped obligations of interest issued by the Resolution Funding Corporation pursuant to the Financial Institutions Reform, Recovery and Enforcement Act of 1989 ("FIRREA"), the interest on which, to the extent not paid from other specified sources, is payable when due by the Secretary of the Treasury pursuant to FIRREA, and

(e) obligations of any state or political subdivision thereof or any agency or instrumentality of such a state or political subdivision, provided that cash, obligations described in clause (a), (b), (c) or (d) above, or a combination thereof have been irrevocably pledged to and deposited into a segregated escrow account for the payment when due of the principal or redemption price of and interest on such obligations, and provided further that, at the time of purchase, such obligations are rated by the Rating Service in its highest rating category.

"Historical Debt Service Coverage Ratio" -- for any period of time, the ratio determined by dividing Net Revenues for such period by the Annual Debt Service for all Applicable Long-Term Indebtedness which is Outstanding during such period.

"Historical Pro Forma Debt Service Coverage Ratio" -- for any period of time, the ratio determined by dividing Net Revenues for such period by the Maximum Annual Debt Service for all Applicable Long-Term Indebtedness then Outstanding and the Applicable Long-Term Indebtedness proposed to be issued pursuant to the Indenture pursuant to the provisions described under "The Indenture—Covenants--Limitations on Issuance of Additional Bonds and Execution of Approved Swaps."

"Immediate Notice" -- notice transmitted by electronic means, in writing, by telecopier or other electronic means or by telephone (promptly confirmed in writing) and received by the Person to whom it was addressed.

"Indebtedness" -- any obligation or debt incurred for money borrowed.

"Indenture" the Amended and Restated Trust Indenture amended and restated as of March 1, 2001, as amended and supplemented.

"Interest Payment Date" -- with respect to each series of Additional Bonds, the dates which are defined as such in the Supplemental Indenture under which such Additional Bonds are issued. However, in each case, if the date specified above is not a Business Day then the Interest Payment Date shall be the Business Day next succeeding the date specified above.

"Issuance Cost" -- costs incurred by or on behalf of the Commission in connection with the issuance of Additional Bonds including, without limitation, the following: payment of financial, legal, accounting and appraisal fees and expenses, the Commission's fees and expenses attributable to the issuance of the Bonds, the cost of printing, engraving and reproduction services, fees and expenses incurred in connection with any Credit Facility and any Approved Swap Obligation, legal fees and expenses for Bond Counsel, Commission's counsel, Trustee's counsel and Underwriter's counsel relating to the issuance of the Bonds, the initial or acceptance fee of the Trustee, and all other fees, charges and expenses incurred in connection with the issuance of the Bonds and the preparation of the Indenture.

"Letter of Representations" -- the letter of representations or similar document executed by the Commission and delivered to the Securities Depository (and any amendments thereto or successor agreements) for one or more Series of Book Entry Bonds.

"Long-Term Indebtedness" -- all Indebtedness, which is not (a) Short-Term Indebtedness or (b) Subordinated Indebtedness.

"Maximum Annual Debt Service" -- at any point in time the maximum amount of Annual Debt Service on all Applicable Long-Term Indebtedness, as required by the context (e.g., whether relating to all such Applicable Long-Term Indebtedness or only specified Applicable Long-Term Indebtedness) paid or payable in the then current or any future Fiscal Year.

"Moody's" -- Moody's Investors Service, a corporation organized and existing under the laws of the State of Delaware, its successors and their assigns, and, if such corporation shall for any reason no longer perform the functions of a securities rating agency, "Moody's" shall be deemed to refer to any other nationally recognized rating agency designated by the Commission.

“Net Revenues” -- the amount by which total Revenues exceed Current Expenses for any particular period.

“Other Revenues” -- any funds received or payable to the Commission, other than Revenues, which the Commission chooses to include as security for Parity Obligations and/or Subordinated Indebtedness pursuant to a Supplemental Indenture.

“Original Indenture” -- the Indenture of Trust dated as of July 1, 1986 between the Commission and the Trustee.

“Outstanding” or “outstanding” in connection with Bonds -- all Bonds which have been authenticated and delivered under the Indenture, except:

- (a) Bonds theretofore cancelled or delivered to the Trustee for cancellation under the Indenture;
- (b) Bonds which are deemed to be no longer Outstanding in accordance with the provisions described under “The Indenture—Defeasance”; and
- (c) Bonds in substitution for which other Bonds have been authenticated and delivered pursuant to the Indenture.

In determining whether the owners of a requisite aggregate principal amount of Bonds Outstanding have concurred in any request, demand, authorization, direction, notice, consent or waiver under the provisions of the Indenture, Bonds which are held by or on behalf of the Commission (unless all of the Outstanding Bonds are then owned by the Commission) shall be disregarded for the purpose of any such determination.

“Parity Obligations” -- includes Bonds and other obligations of the Commission owed to Secured Owners and excludes Subordinated Indebtedness.

“Parity Swap Agreement” -- shall have the meaning set forth under the heading “The Indenture--Approved and Parity Swap Obligations”.

“Parity Swap Agreement Counterparty” -- the counterparty to a Parity Swap Agreement with the Commission or with the Trustee.

“Paying Agent” -- with respect to any series of Bonds, that Person appointed pursuant to the Indenture to make payments to Bondholders of interest and/or principal pursuant to the terms of the Indenture, which initially shall be the Trustee.

“Permitted Investments” -- (to the extent permitted by law)

- (a) Government Obligations;
- (b) obligations issued or guaranteed as to full and timely payment of principal and interest by any agency or Person controlled or supervised by and acting as an instrumentality of the U.S., pursuant to authority granted by the U.S. Congress;
- (c) obligations of the Governmental National Mortgage Association, Farmers Home Administration, Federal Financing Bank, Federal Housing Administration, Maritime Administration and Public Housing Authorities, provided that the full and timely payment of the principal and interest on such obligations shall be unconditionally guaranteed by the U.S.;
- (d) obligations of the Federal Intermediate Credit Corporation and of the Federal National Mortgage Association;
- (e) obligations of the Federal Banks for Cooperation;
- (f) obligations of Federal Land Banks;
- (g) obligations of Federal Home Loan Banks; provided that the obligations described in clauses (c) through (g) above shall constitute Permitted Investments only to the extent that the Rating Agency has assigned a rating to

such obligations which is not lower than the highest rating assigned by such Rating Agency to any series of comparable Bonds then Outstanding;

(h) certificates of deposit of any bank, savings and loan or trust company organized under the laws of the U.S. or any state thereof, including the Trustee or any holder of the Bonds, provided that such certificates of deposit shall be fully collateralized (with a prior perfected security interest), to the extent they are not insured by the Federal Deposit Insurance Corporation, by Permitted Investments described in (a), (b), (c), (d), (e), (f) or (g) above having a market value at all times equal to the uninsured amount of such deposit;

(i) money market funds registered under the Investment Company Act of 1940, whose shares are registered under the Securities Act of 1933, including funds for which the Trustee, its parent, its affiliates or its subsidiaries provide investment advisory or other management services, and which are rated by S&P, Moody's and Fitch in one of their two highest rating categories.

(j) investment agreements (which term, for purposes of this clause, shall not include repurchase agreements) with a Qualified Financial Institution;

(k) repurchase agreements with banks or primary government dealers reporting to the Federal Reserve Bank of New York ("Repurchasers"), including but not limited to the Trustee and any of its affiliates, provided that each such repurchase agreement results in transfer to the Trustee of legal and equitable title to, or the granting to the Trustee of a prior perfected security interest in, identified Permitted Investments described in (a), (b), (c), (d), (e), (f) or (g) above which are free and clear of any claims by third parties and are segregated in a custodial or trust account held either by the Trustee or by a third party (other than the Repurchaser) as the agent solely of, or in trust solely for the benefit of, the Trustee, provided that Government Obligations acquired pursuant to such repurchase agreements shall be valued at the lower of the then current market value of such Government Obligations or the repurchase price thereof set forth in the applicable repurchase agreement; or

(l) Bonds or notes issued by any state or municipality which are rated by S&P, Moody's and Fitch in one of their two highest rating categories.

(m) Commercial paper rated in the highest short-term, note or commercial paper Rating Category by S&P, Moody's and Fitch.

(n) Any auction rate certificates which are rated by S&P, Moody's and Fitch in one of their two highest rating categories.

(o) Corporate bonds and medium term notes rated at least "AA-" by the Rating Agency.

(p) Asset-backed securities rated in the highest rating category by the Rating Agency.

(q) Any other investment approved by the Commission for which confirmation is received from the Rating Agency that such investment will not adversely affect such Rating Agency's rating on such Bonds.

"Person" -- an individual, public body, a corporation, a partnership, an association, a joint stock company, a trust and any unincorporated organization.

"Policy Costs" -- a periodic fee or charge required to be paid to maintain a DSRF Security.

"Principal Office" means, with respect to any entity performing functions under any Bond Document, the principal office of that entity or its affiliate at which those functions are performed.

"Prior Indenture" -- the Original Indenture as supplemented and amended by a First Supplemental Trust Indenture dated as of August 1, 1986, a Second Supplemental Trust Indenture dated as of November 15, 1988, a Third Supplemental Trust Indenture dated as of May 15, 1989, a Fourth Supplemental Trust Indenture dated as of November 15, 1989, a Fifth Supplemental Trust Indenture dated as of May 15, 1990, a Sixth Supplemental Trust Indenture dated as of November 15, 1990, a Seventh Supplemental Trust Indenture dated as of June 1, 1991, an Eighth Supplemental Trust Indenture dated as of July 1, 1991, a Ninth Supplemental Trust Indenture dated as of November 15, 1991, a Tenth Supplemental Trust Indenture dated as of August 1, 1992, an Eleventh Supplemental Trust Indenture dated as of June 1, 1998, a Twelfth Supplemental

Trust Indenture dated as of March 1, 2001, a Thirteenth Supplemental Trust Indenture dated as of May 1, 2001, and the Fourteenth Supplemental Trust Indenture dated as of June 1, 2004, and as further supplemented and amended.

“Project” -- any improvements to the System or refundings which are authorized by the Enabling Acts or which may be hereafter authorized by law.

“Projected Annual Debt Service” -- for any future period of time, shall equal the amount of Maximum Annual Debt Service on all Applicable Long-Term Indebtedness then Outstanding and on any Applicable Long-Term Indebtedness proposed to be issued.

“Projected Debt Service Coverage Ratio” -- for the two Fiscal Years following the end of any period during which interest was fully capitalized on the Applicable Long-Term Indebtedness proposed to be issued, the ratio determined by dividing Projected Net Revenues for such period by the Projected Annual Debt Service for such period.

“Projected Net Revenues” -- projected Net Revenues for the period in question, taking into account any revisions of the Tolls which have been approved by the Commission and which will be effective during such period and any additional Tolls which the Commission or the Consultant, as appropriate, estimates will be received by the Commission following the completion of any Project then being constructed or proposed to be constructed.

“Purchase Price” -- shall mean the purchase price payment described in paragraph (a) of the definition of Tender Indebtedness.

“Qualified Financial Institution” (a) any U.S. domestic institution which is a bank, trust company, national banking association or a corporation, including the Trustee and any of its affiliates, subject to registration with the Board of Governors of the Federal Reserve System under the Bank Holding Company Act of 1956, or a member of the National Association of Securities Dealers, Inc. whose unsecured obligations or uncollateralized long-term debt obligations have been assigned a rating within the two highest rating categories by the Rating Agency or which has issued a letter of credit, contract, agreement or surety bond in support of debt obligations which have been so rated; (b) an insurance company with a claims-paying ability or a corporation whose obligations are guaranteed by an insurance company (in the form of an insurance policy) or by an insurance holding company rated in the highest rating category by the Rating Agency or whose unsecured obligations or uncollateralized long-term debt obligations have been assigned a rating within the highest rating category by the Rating Agency; or (c) any banking institution whose unsecured obligations or uncollateralized long-term debt obligations have been assigned a rating within one of the two highest rating categories by the Rating Agency.

“Rate Covenant” -- the requirement to establish and maintain a schedule of Tolls sufficient to provide the funds required pursuant to the Indenture provisions described under “The Indenture—Rate Covenant.”

“Rating Agency” -- Fitch, Moody's or S&P or such other nationally recognized securities rating agency as may be so designated in writing to the Trustee by a Commission Official.

“Rating Category” -- each major rating classification established by the Rating Agency, determined without regard to gradations such as “1,” “2” and “3” or “plus” and “minus.”

“Rebate Fund” -- the fund created by the Indenture and described under “The Indenture—Rebate Fund.”

“Rebate Regulations” -- the Treasury Regulations issued under Section 148(f) of the Code.

“Record Date” -- unless otherwise provided with respect to any series of Bonds in a Supplemental Indenture: (a) for Bonds on which interest is payable on the first day of a month, the fifteenth day of the immediately preceding month; or (b) for Bonds on which interest is payable on the fifteenth day of a month, the last day of the immediately preceding month. However, in each case, if the date specified above is not a Business Day, then the Record Date shall be the Business Day next preceding the date specified above.

“Reimbursement Agreement” -- an agreement between the Commission and one or more Banks pursuant to which, among other things, such Bank or Banks issue a Credit Facility with respect to Bonds of one or more series and the Commission agrees to reimburse such Bank or Banks for any drawings made thereunder.

“Reserve Maintenance Fund” -- the fund created by the Indenture and described under “The Indenture—Reserve Maintenance Fund.”

“Reserve Maintenance Fund Requirement” -- the amount to be deposited to the credit of the Reserve Maintenance Fund from the Revenues of the Commission pursuant to the provisions described under “The Indenture—Reserve Maintenance Fund.”

“Revenue Fund” -- the fund created by the Indenture and described under “The Indenture—Revenue Fund.”

“Revenues” -- (a) all Tolls received by or on behalf of the Commission from the System, (b) any other sources of revenues or funds of the Commission which the Commission chooses to include in the Trust Estate pursuant to a Supplemental Indenture, and (c) the interest and income earned on any fund or account where said interest or income is required to be credited to the Revenue Fund pursuant to the Indenture. As more fully provided by the provisions described below under “The Indenture—Revenue Fund; Agreements with Other Turnpikes,” in the event the Commission receives advances or prepayments or otherwise operates or participates in a system in which funds are collected prior to the actual usage of the System, such funds shall not be deemed to be Revenues until the usage occurs or the funds are earned pursuant to the agreement under which the Commission receives such funds.

“S&P” -- Standard & Poor's, a division of McGraw-Hill, Inc., a corporation organized and existing under the laws of the State of New York, its successors and their assigns, and, if such corporation shall for any reason no longer perform the functions of a securities rating agency, “S&P” shall be deemed to refer to any other nationally recognized securities rating agency designated by the Commission.

“Secured Owner” -- each Person who is a Bondholder of any Bonds, each Parity Swap Agreement Counterparty providing a Parity Swap Agreement, each Bank providing a Credit Facility and each Bond Insurer providing a bond insurance policy with respect to a Parity Obligation.

“Securities Depository” -- a Person that is registered as a clearing agency under Section 17A of the Securities Exchange Act of 1934 or whose business is confined to the performance of the functions of a clearing agency with respect to exempted securities, as defined in Section 3(a)(12) of such Act for the purposes of Section 17A thereof.

“Series” -- one or more Bonds issued at the same time, or sharing some other common term or characteristic, and designated as a separate series of Bonds. “Series Issue Date” means, with respect to the 2009A Bonds, July 1, 2009, the date of original issuance of the 2009A Bonds.

“Short-Term Indebtedness” -- all Indebtedness which matures in less than 365 days and is designated as Short-Term Indebtedness pursuant to the provisions described under “The Indenture—Limitation on Issuance of Additional Bonds and Execution of Swap Agreements.” In the event a Bank has extended a line of credit or the Commission has undertaken a commercial paper or similar program, only amounts actually borrowed under such line of credit or program and repayable in less than 365 days shall be considered Short-Term Indebtedness and the full amount of such commitment or program shall not be treated as Short-Term Indebtedness to the extent that such facility remains undrawn.

“Special Record Date” -- the date or dates specified in a Supplemental Indenture with respect to Additional Bonds issued under such Supplemental Indenture.

“Subordinated Indebtedness” -- Indebtedness incurred pursuant to the provisions described under “The Indenture—Limitation on Issuance of Additional Bonds and Execution of Swap Agreements—Subordinated Indebtedness.”

“Supplemental Indenture” -- any supplemental indenture to (a) the Indenture, now or hereafter duly authorized and entered into in accordance with the provisions of the Indenture described under “The Indenture—Supplemental Indentures” and (b) the Prior Indenture, including any supplemental indenture pursuant to which (and only for so long as) bonds are outstanding thereunder.

“Swap Agreement” -- shall have the meaning set forth under the heading “The Indenture--Approved and Parity Swap Obligations.”

“System” -- what are commonly referred to as the “Main Line” of the Commission and the “Northeast Extension” and any other roads for which the Commission has operational responsibility and is collecting Tolls, unless the Commission

identifies such roads in a writing addressed to the Trustee (other than the Main Line and the Northeast Extension) as not being part of the System for the purposes of the Indenture.

“Tender Indebtedness” -- any Indebtedness or portion thereof:

(a) the terms of which include (i) an option or an obligation on the part of the Secured Owner to tender all or a portion of such Indebtedness to the Commission, the Trustee, the Paying Agent or another fiduciary or agent for payment or purchase and (ii) a requirement on the part of the Commission to purchase or cause to be purchased such Indebtedness or portion thereof if properly presented; and

(b) which is rated in either (i) one of the two highest long-term Rating Categories by the Rating Agency or (ii) the highest short-term, note or commercial paper Rating Category by the Rating Agency.

“Tolls” -- all rates, rents, fees, charges, fines or other income derived by the Commission from vehicular usage of the System, and all rights to receive the same.

“Trust Estate” -- (i) all Revenues as defined in the Indenture, (ii) all monies deposited into accounts or funds created by the Indenture and held by or on behalf of the Trustee (other than the Rebate Fund), (iii) any insurance proceeds and other moneys required to be deposited in the Indenture, (iv) all payments received by the Commission pursuant to Parity Swap Agreements, and (v) all investment earnings on all moneys held in accounts and funds established by the Indenture, other than the Rebate Fund.

“Trustee” -- the Trustee at the time in question, whether the initial Trustee or a successor.

“2009A Bonds” means the bonds authorized for issuance pursuant to Supplemental Indenture No. 16.

“U.S.” -- United States of America.

“Variable Rate Indebtedness” -- any Indebtedness the interest rate on which fluctuates from time to time subsequent to the time of incurrence. Variable Rate Indebtedness may include, without limitation, (a) “auction rate” Indebtedness, that is, Variable Rate Indebtedness (i) the interest rate applicable to which (after an initial period following the issuance thereof or the conversion thereof to such an interest rate mode) is reset from time to time through an auction or bidding system and (ii) which the Commission has no obligation to repurchase in connection with the resetting of the interest rate applicable thereto except to the extent proceeds are available for such purpose either from the remarketing of such Variable Rate Indebtedness or from such other sources as identified in the Supplemental Indenture pursuant to which such Variable Rate Indebtedness was issued, (b) Tender Indebtedness, (c) commercial paper Indebtedness which is intended to be reissued and refinanced periodically, or (d) other forms of Indebtedness on which the interest fluctuates or is subject to being set or reset from time to time.

“Written Request” means a request in writing signed by the Commission Official or any other officers designated by the Commission to sign such Written Request.

THE INDENTURE

LIMITED OBLIGATIONS

The Bonds shall be limited obligations of the Commission, payable solely from the Trust Estate. The Bonds shall constitute a valid claim of the respective owners thereof against the Trust Estate, which is pledged to secure the payment of the principal of, redemption premium, if any, and interest on the Bonds, and which shall be utilized for no other purpose, except as expressly authorized in the Indenture. The Bonds shall not constitute general obligations of the Commission and under no circumstances shall the Bonds be payable from, nor shall the holders thereof have any rightful claim to, any income, revenues, funds or assets of the Commission other than those pledged under the Indenture as security for the payment of the Bonds.

PAYMENT ON BONDS

The principal of, premium, if any, and interest on the Bonds shall be payable in any currency of the U.S. which, on the respective dates of payment thereof, is legal tender for the payment of public and private debts. The principal of all Bonds

shall be payable at the designated trust office of the Trustee, and payment of the interest on each Bond shall be made on each Interest Payment Date to the Person appearing on the registration books of the Bond Registrar as of the Record Date as the registered owner thereof, by check or draft mailed to such registered owner at his address as it appears on such registration books. However, if and to the extent that the Commission defaults on the payment of interest due on an Interest Payment Date, such defaulted interest shall be paid to those Persons who are the registered owners as of the Special Record Date on a payment date established by the Trustee, notice of which shall have been mailed to those Persons who are the registered owners as of the Special Record Date on such date or dates established in the Supplemental Indenture under which such Bonds are issued.

REGISTRATION OF TRANSFER AND EXCHANGE OF BONDS; PERSONS TREATED AS BONDHOLDERS

The Trustee shall act as initial bond registrar (the “Bond Registrar”) and in such capacity shall maintain a bond register (the “Bond Register”) for the registration and transfer of Bonds. Upon surrender of any Bonds at the designated office of the Trustee, together with an assignment duly executed by the current Bondholder of such Bonds or such Bondholder's duly authorized attorney or legal representative in such form as shall be satisfactory to the Trustee, such Bonds may, at the option of the Bondholder, be exchanged for an equal aggregate principal amount of Bonds of the same Series and maturity, of Authorized Denominations and bearing interest at the same rate and in the same form as the Bonds surrendered for exchange, registered in the name or names designated on the assignment; provided the Trustee is not required to exchange or register the transfer of Bonds after the giving of notice calling such Bond for redemption, in whole or in part. The Commission shall execute and the Trustee shall authenticate any Bonds whose execution and authentication is necessary to provide for exchange of Bonds pursuant to the Indenture and the Commission may rely on a representation from the Trustee that such execution is required.

The Trustee may make a charge to any Bondholder requesting such exchange or registration in the amount of any tax or other governmental charge required to be paid with respect thereto and the Commission may charge such amount as it deems appropriate for each new Bond delivered upon such exchange or transfer, which charge or charges shall be paid before any new Bond shall be delivered.

Prior to due presentment for registration of transfer of any Bond, the Trustee shall treat the Person shown on the Bond Register as owning a Bond as the Bondholder and the Person exclusively entitled to payment of principal thereof, redemption premium, if any, and interest thereon and, except as otherwise expressly provided in the Indenture, the exercise of all other rights and powers of the owner thereof, and neither the Commission, the Trustee nor any agent of the Commission or the Trustee shall be affected by notice to the contrary.

SECURITIES DEPOSITORY PROVISIONS

Unless otherwise provided in a Supplemental Indenture, all Bonds shall be Book Entry Bonds. All Book Entry Bonds shall be registered in the name of Cede & Co., as nominee of DTC or any successor Securities Depository.

ADDITIONAL BONDS

The Commission agrees in the Indenture that it will not issue or incur any other Indebtedness having a parity lien on the Trust Estate except for Additional Bonds issued pursuant to the provisions described below and other Parity Obligations. Additional Bonds may be issued and the Trustee shall authenticate and deliver such Additional Bonds when there have been filed with the Trustee the following:

- (a) A copy certified by a Commission Official of the resolution or resolutions of the Commission authorizing (1) the execution and delivery of a Supplemental Indenture providing for, among other things, the date, rate or rates of interest on, interest payment dates, maturity dates and redemption provisions of such Additional Bonds, and (2) the issuance, sale, execution and delivery of the Additional Bonds;
- (b) An original executed counterpart of the Supplemental Indenture;
- (c) An opinion or opinions of Bond Counsel, addressed to the Commission and the Trustee, to the effect that (1) issuance of the Additional Bonds is permitted under the Indenture, (2) each of the Supplemental Indenture and the Additional Bonds has been duly authorized, executed and delivered and is a valid, binding and enforceable obligation of the Commission, subject to bankruptcy, equitable principles and other standard legal opinion exceptions and (3) subject to the last paragraph of this Section, interest on the Additional Bonds is not included in gross income for federal income tax purposes under the Code;

(d) A request and authorization of the Commission, signed by a Commission Official, to the Trustee to authenticate and deliver the Additional Bonds to such Person or persons named therein after confirmation of payment to the Trustee for the account of the Commission of a specified sum (which may include directions as to the disposition of such of such sum);

(e) A certificate of the Commission, signed by a Commission Official, that the Commission is not in default under the Indenture and evidence satisfactory to the Trustee that, upon issuance of the Additional Bonds, amounts will be deposited in the Funds under the Indenture adequate for the necessary balances therein after issuance of the Additional Bonds (including an amount sufficient to satisfy the Debt Service Reserve Requirement if the Additional Bonds constitute Debt Service Reserve Fund Bonds);

(f) A certificate of the Commission, signed by a Commission Official, identifying the Additional Bonds as Short-Term Indebtedness, Long-Term Indebtedness or Subordinated Indebtedness and demonstrating with reasonable detail that the applicable Indenture provisions described under “Covenants of the Commission -- Limitations on Issuance of Additional Bonds and Execution of Swap Agreements” have been met for the issuance of such Additional Bonds; and

(g) Such further documents, moneys and securities as are required by the provisions of the Supplemental Indenture.

Anything in the Indenture to the contrary notwithstanding, Additional Bonds may bear interest which is included in gross income for federal income tax purposes under the Code, in which event provisions in the Indenture requiring or referencing the exclusion of interest on Bonds of gross income for federal income tax purposes may be ignored or modified, as appropriate, as set forth in an opinion of Bond Counsel.

APPROVED AND PARITY SWAP OBLIGATIONS

The Commission may enter into one or more contracts having an interest rate, currency, cash-flow, or other basis desired by the Commission (a “Swap Agreement”), including, without limitation, interest rate swap agreements, currency swap agreements, forward payment conversion agreements, futures contracts, contracts providing for payments based on levels of or changes in interest rates, currency exchange rates, stock or other indices, or contracts to exchange cash flows or a series of payments, and contracts including, without limitation, interest rate floors or caps, options, puts or calls to hedge payment, currency rate, spread or similar exposure. In the event the Commission wishes the payments to be made and received by the Commission under the Swap Agreement to be taken into account in any calculation of Annual Debt Service under the Indenture, the Commission shall file with the Trustee the following on or before entering into the Swap Agreement (in which event such Swap Agreement shall constitute an “Approved Swap Agreement”):

(a) A copy certified by a Commission Official of the resolution or resolutions of the Commission authorizing the execution and delivery of the Swap Agreement (no Supplemental Indenture being required unless the Commission determines it to be necessary or appropriate);

(b) An original executed counterpart of the Swap Agreement;

(c) An opinion of Bond Counsel addressed to the Commission and to the Trustee, to the effect that execution of the Swap Agreement is permitted under the laws of the Commonwealth and will not adversely affect the exclusion from gross income from interest on any Bonds for federal income tax purposes; provided that if the Swap Agreement relates to Bonds being issued and the Swap Agreement is entered into prior to the issuance of such Bonds, the portion of the opinion of Bond Counsel referring to tax-exempt status of the Bonds need not be delivered until such Bonds are issued;

(d) A certificate of the Commission, signed by a Commission Official, that the Commission is not under default under the Indenture;

(e) Evidence that the execution of the Swap Agreement will not result in a reduction or withdrawal of the rating then assigned to any Bonds by the Rating Agency;

(f) Evidence that the provisions of paragraph (d) under “Limitation on Issuance of Additional Bonds and Execution of Swap Agreements” have been met; and

- (g) Such further documents as are required by the Swap Agreement or Bond Counsel.

In the event the Commission wishes to enter into an Approved Swap Agreement and to have its obligations thereunder be on parity with all Bonds and other Parity Obligations, it shall file with the Trustee the items set forth above, together with a supplemental indenture granting such parity position (in which event, such Swap Agreement shall constitute a “Parity Swap Agreement”). Upon entering into a Parity Swap Agreement, unless otherwise provided in the supplemental indenture, the Commission shall pay to the Trustee for deposit into the Interest Account the net amount payable, if any, to the Parity Swap Agreement Counterparty as if such amounts were additional amounts of interest due; and the Trustee shall pay on behalf of the Commission to the Parity Swap Agreement Counterparty, to the extent required under the Parity Swap Agreement, amounts deposited in the Interest Account. Net amounts received by the Commission or the Trustee from the counterparty pursuant to a Parity Swap Agreement shall be deposited to the credit of the Interest Account or to such other account as designated by a Commission Official.

Amounts paid by or to the Commission pursuant to Approved Swap Agreements which do not constitute Parity Swap Agreements shall not be required to be made through the Trustee as described in the preceding paragraph (but shall be taken into account in calculation of Annual Debt Service as provided in the definition of such term).

CONVERSIONS OF VARIABLE RATE INDEBTEDNESS TO FIXED RATE INDEBTEDNESS

The Indenture provides that the Commission may convert Variable Rate Indebtedness to a fixed rate if permitted pursuant to the terms thereof and if the Commission was in compliance with the Rate Covenant for the most recently completed Fiscal Year. If the Commission did not meet the Rate Covenant for such Fiscal Year, the Commission must treat the proposed conversion as if it constituted the issuance of Additional Bonds by meeting the requirements set forth in paragraph (b) below under “Covenants of the Commission -- Limitation on Issuance of Additional Bonds and Execution of Swap Agreements” (computing the Annual Debt Service with respect to such Variable Rate Indebtedness proposed to be converted as bearing interest at the Bond Buyer Index or such other rate as identified by a Financial Consultant as being more appropriate under the circumstances).

REDEMPTION OF BONDS

The Bonds of any Series issued under the provisions of the Indenture shall be subject to redemption, in whole or in part, and at such times and prices as may be provided in the Supplemental Indenture pursuant to which such Bonds are issued.

If less than all of the Bonds are called for redemption, they shall be redeemed in such order of maturity as provided in the Supplemental Indenture, and by lot within any maturity (provided, however, that if an Event of Default has occurred and is continuing, any Bonds called for redemption shall be redeemed in proportion by maturity and within maturities by lot), subject to selection by the Trustee as provided below. Notwithstanding the foregoing, the Supplemental Indenture pursuant to which Bonds of any Series are issued may provide that selection of Bonds within a maturity for redemption shall not be by lot, but that an alternate method shall be used to select Bonds of such Series within a maturity for redemption. The portion of any Bond to be redeemed shall be an Authorized Denomination or any multiple thereof and in selecting Bonds for redemption, each Bond shall be considered as representing that number of Bonds which is obtained by dividing the principal amount of such Bond by the minimum Authorized Denomination. If a portion of a Bond shall be called for redemption, a new Bond in principal amount equal to the unredeemed portion thereof shall be issued to the Bondholder upon the surrender thereof. If for any reason the principal amount of Bonds called for redemption would result in a redemption of Bonds less than the Authorized Denomination, the Trustee, to the extent possible within the principal amount of Bonds to be redeemed, is hereby authorized to adjust the selection of Bonds for such purpose in order to minimize any such redemption. Notwithstanding the foregoing, the Securities Depository for Book Entry Bonds shall select the Bonds for redemption within particular maturities according to its stated procedures.

NOTICE OF REDEMPTION

(a) When Bonds (or portions thereof) are to be redeemed, the Commission shall give or cause to be given notice of the redemption of the Bonds to the Trustee no later than 15 days prior to the last date on which notice of such redemption can be given or such shorter time as may be acceptable to the Trustee. In the case of an optional redemption, the notice may state (1) that it is conditioned upon the deposit of moneys, in an amount equal to the amount necessary to effect the redemption, with the Trustee no later than the redemption date or (2) that the Commission retains the right to rescind such notice at any time prior to the scheduled redemption date if the Commission delivers a certificate of a Commission Official to the Trustee instructing the Trustee to rescind the redemption notice (in either case, a “Conditional Redemption”), and such

notice and optional redemption shall be of no effect if such moneys are not so deposited or if the notice is rescinded as described in paragraph (d) below.

The Trustee, at the expense of the Commission, shall send notice of any redemption, identifying the Bonds to be redeemed, the redemption date and the method and place of payment and the information required by paragraph (b) below, by first class mail to each holder of a Bond called for redemption to the holder's address listed on the Bond Register. Such notice shall be sent by the Trustee by first class mail between 30 and 60 days prior to the scheduled redemption date unless a different time period is provided in the Supplemental Indenture for such Bonds. With respect to Book Entry Bonds, if the Trustee sends notice of redemption to the Securities Depository pursuant to the Letter of Representations, the Trustee shall not be required to give the notice set forth in the immediately preceding sentence. If notice is given as stated in this paragraph (a), failure of any Bondholder to receive such notice, or any defect in the notice, shall not affect the redemption or the validity of the proceedings for the redemption of the Bonds.

(b) In addition to the foregoing, the redemption notice shall contain with respect to each Bond being redeemed, (1) the CUSIP number, (2) the date of issue, (3) the interest rate, (4) the maturity date, and (5) any other descriptive information determined by the Trustee to be needed to identify the Bonds. If a redemption is a Conditional Redemption, the notice shall so state. The Trustee also shall send each notice of redemption to (i) any Rating Service then rating the Bonds to be redeemed; (ii) all of the registered clearing agencies known to the Trustee to be in the business of holding substantial amounts of bonds of a type similar to the Bonds; and (iii) one or more national information services that disseminate notices of redemption of bonds such as the Bonds, such services to be identified by the Trustee.

(c) On or before the date fixed for redemption, subject to the provisions of paragraphs (a) and (d), moneys shall be deposited with the Trustee to pay the principal of, redemption premium, if any, and interest accrued to the redemption date on the Bonds called for redemption. Upon the deposit of such moneys, unless the Commission has given notice of rescission as described in paragraph (d), the Bonds shall cease to bear interest on the redemption date and shall no longer be entitled to the benefits of the Indenture (other than for payment and transfer and exchange) and shall no longer be considered Outstanding.

(d) Any Conditional Redemption may be rescinded in whole or in part at any time prior to the redemption date if the Commission delivers a certificate of a Commission Official to the Trustee instructing the Trustee to rescind the redemption notice. The Trustee shall give prompt notice of such rescission to the affected Bondholders. Any Bonds subject to Conditional Redemption where redemption has been rescinded shall remain Outstanding, and the rescission shall not constitute an Event of Default. Further, in the case of a Conditional Redemption, the failure of the Commission to make funds available in part or in whole on or before the redemption date shall not constitute an Event of Default.

CONSTRUCTION FUND

The Indenture creates a special fund known as the "Construction Fund", which shall be held in trust by the Trustee. Money shall be deposited to the Construction Fund pursuant to the provisions of the Indenture and from any other sources identified by the Commission. Payment of the costs of the construction portion of any Project shall be made from the Construction Fund. A special account shall be created and identified for each such construction project, although funds, at the written direction of the Commission, may be transferred from one such account in the Construction Fund to another account in such Fund. Moneys in the Construction Fund may be disbursed by the Trustee to the Commission upon the filing by the Commission of a requisition, signed by the Chief Engineer (or his designee) and a Commission Official meeting the requirements of the Indenture.

If at any time a Commission Official shall file with the Trustee a certificate stating that the cost of a Project has been finally determined and that the funds remaining in the account established for such Project exceed the remaining costs of the Project, then an amount equal to such excess shall be transferred to such fund or account as directed in the certificate, provided the same is accompanied by an opinion of Bond Counsel to the effect that such transfer or and/or application will not adversely effect the tax-exempt status of the interest of the applicable Bonds.

A separate account is being created in the Construction Fund (the "2009A Account") for the purpose of depositing and disbursing proceeds of the 2009A Bonds, including certain investment earnings. All funds on deposit in the 2009A Account shall be applied to be applied to payment of the costs of the Commission's capital projects.

RATE COVENANT

The Indenture contains the Rate Covenant pursuant to which the Commission covenants that at all times it will establish and maintain schedules of Tolls for traffic over the System so that the Net Revenues of the System in each Fiscal Year will at all times be at least sufficient to provide funds in an amount not less than (1) the greater of:

(i) one hundred thirty percent (130%) of the Annual Debt Service for such Fiscal Year on account of all Applicable Long-Term Indebtedness then outstanding under the provisions of the Indenture; or

(ii) one hundred percent (100%) of the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness, plus (i) the amount of required transfers from the Revenue Fund to the credit of the Reserve Maintenance Fund pursuant to the Annual Capital Budget, and (ii) an amount sufficient to restore any deficiency in the Debt Service Reserve Fund within an eighteen (18) month period;

plus (2) the amount of any Short-Term Indebtedness outstanding pursuant to Section 703(a) of the Indenture and described below under “—Covenants of the Commission--Limitations on Issuance of Additional Bonds and Execution of Approved Swaps--Short-Term Indebtedness” for more than 365 consecutive days.

In addition, the amount of Net Revenues in excess of the sum of the amounts set forth in clauses (1) and (2), together with Other Revenues pledged to the payment of Subordinated Indebtedness, shall be sufficient to pay the Annual Debt Service for any Subordinated Indebtedness.

The foregoing covenant is referred to in the Indenture as the “Rate Covenant”.

The Commission's failure to meet the Rate Covenant shall not constitute an Event of Default under the Indenture if (1) no Event of Default described in paragraphs (a) or (b) under “Events of Default” occurred as a result of such failure and (2) the Commission promptly after determining that the Rate Covenant was not met retains a Consultant at the expense of the Commission to make written recommendations as to appropriate revisions to the schedules of Tolls necessary or appropriate to meet the Rate Covenant and advises the Trustee in writing of such retention. Anything in the Indenture to the contrary notwithstanding, if the Commission shall comply with the recommendations of the Consultant in respect of Tolls, it will not constitute an Event of Default under the provisions of the Indenture if the Commission fails to meet the Rate Covenant during the succeeding Fiscal Year as long as no Event of Default described in paragraphs (a) or (b) under “Events of Default” has occurred. If the Commission does not comply with the recommendations of the Consultant in respect of Tolls, the Trustee may, and upon the request of the holders of not less than twenty-five per centum (25%) in principal amount of the Bonds then outstanding and upon being indemnified to its satisfaction shall, institute and prosecute in a court of competent jurisdiction any appropriate action to compel the Commission to revise the schedules of Tolls. The Commission covenants in the Indenture that it will adopt and charge Tolls in compliance with any final order or decree entered in any such proceeding.

In the event that the Consultant shall fail to file with the Commission such recommendations in writing within sixty (60) days after its retention by the Commission, the Trustee may designate and appoint a different Consultant at the expense of the Commission to make recommendations as to an adjustment of the schedules of Tolls, which recommendations shall be reported in writing to the Commission and to the Trustee within sixty (60) days after such retention. Such written report shall for all purposes be considered to be the equivalent of and substitute for the recommendations of the Consultant retained by the Commission.

In preparing its recommendations, the Consultant may rely upon written estimates of Revenues prepared by the other Consultants of the Commission. Copies of such written estimates signed by such Consultants shall be attached to such recommendations. The Commission covenants in the Indenture that promptly after receipt of such recommendations and the adoption of any revised schedules of Tolls, certified copies thereof will be filed with the Trustee.

COVENANTS AS TO TOLLS

The Commission covenants in the Indenture that Tolls will be classified in a reasonable way to cover all traffic, so that the Tolls may be uniform in application to all traffic falling within any reasonable class regardless of the status or character of any Person participating in the traffic; provided that the foregoing shall not be interpreted to restrict the Commission's right, in its discretion in connection with its management of the System, to establish and maintain flexible Toll schedules including, but not limited to, provisions for, utilizing or otherwise taking into account, peak and nonpeak pricing, introductory pricing, weight, method of payment, frequency, carpooling, electronic and other Toll collection technologies, traffic management systems, and similar classifications.

Any change in classification which results in a reduced Toll or any new classification shall be reviewed by the Commission with a Consultant before implementing the same unless the same is temporary (e.g., having a duration of less than one year). In addition, in the event the Commission did not meet the Rate Covenant for the preceding Fiscal Year, any classification resulting in a reduced Toll or a new classification shall be subject to a Consultant approving the same before it is implemented. In all events, the Commission shall not make a change in classification or any new classification which would cause the Commission to fail to meet the Rate Covenant.

The Commission further covenants in the Indenture that it shall not grant free passage or reduced tolls within a class, except, in its discretion, it may do so:

- (1) Through the use of commutation or other tickets or privileges based upon frequency or volume,
- (2) For operational or safety reasons including, but not limited to, reasons arising out of a work stoppage, work slowdown or work action,
- (3) To members, officers and employees of the Commission in the discharge of their official duties,
- (4) For use by the Army, Air Force, Navy, Coast Guard, Marine Corps or militia or any branch thereof in time of war or other emergency,
- (5) For use by the Pennsylvania State Police or by consultants, contractors or agents of the Commission where the Toll ultimately will be repaid directly or indirectly by the Commission.

Any reduced Toll or grant of free passage shall be reviewed by the Commission with a Consultant before implementing the same unless the same is temporary (e.g., having a duration of less than one year). In addition, in the event the Commission did not meet the Rate Covenant for the preceding Fiscal Year, any reduced Toll or free passage shall be subject to a Consultant approving the same before it is implemented by the Commission unless the circumstances require immediate implementation, in which event the Commission shall obtain such approval promptly following implementation. In all events, the Commission shall not reduce Tolls or grant free passage if it would cause the Commission to fail to meet the Rate Covenant.

The Commission's covenant as to uniformity of tolls shall not be construed as requiring that Tolls for any given class of traffic shall be identical in amount throughout the entire System for trips of approximately identical lengths. The Commission may fix and place in effect schedules of Tolls for any given class of traffic wherein the Tolls charged for travel on a given section of the System shall be different from the Tolls charged on another section of the System notwithstanding the fact that both of said sections shall be of identical or approximately identical length.

COVENANTS OF COMMISSION

In addition to the Rate Covenant and covenants as to Tolls described above, in the Indenture the Commission also makes various other covenants, including the following covenants:

Payment of Principal, Interest and Premium. The Commission covenants in the Indenture that it will promptly pay the principal of, premium, if any, and the interest on every Bond issued under the provisions of the Indenture at the places, on the dates and in the manner provided in the Indenture and in said Bonds. Except as otherwise provided in the Indenture, the principal, interest and premium are payable solely from Revenues, which Revenues are hereby pledged to the payment thereof in the manner and to the extent provided in the Indenture. Neither the general credit of the Commission nor the general credit nor the taxing power of the Commonwealth or any political subdivision, agency or instrumentality thereof is pledged for the payment of the Bonds.

Annual Operating Budget; Capital Budget. The Commission covenants in the Indenture that on or before the 31st day of May (or such other date as is consistent with the Commission's policies then in effect) in each Fiscal Year it will adopt a budget for the ensuing Fiscal Year (the "Annual Operating Budget"). Copies of each Annual Operating Budget shall be provided to the Trustee. Prior to adopting the Operating Budget, the Commission shall provide a draft of such budget to the Consulting Engineer sufficiently in advance of the adoption of such Annual Operating Budget in order for the Consulting Engineer to provide comments before such adoption. The Commission further covenants in the Indenture that it will prepare

each such Annual Operating Budget on the basis of monthly requirements, so that it will be possible to determine the Current Expenses for each month during the Fiscal Year.

If for any reason the Commission shall not have adopted the Annual Operating Budget before the first day of any Fiscal Year, the budget for the preceding Fiscal Year, shall, until the adoption of the Annual Operating Budget, be deemed to be in force and shall be treated as the Annual Operating Budget.

The Commission may adopt an amended or supplemental Annual Operating Budget at any time for the remainder of the then current Fiscal Year. Copies of any such amended or supplemental Annual Operating Budget shall be provided to the Trustee.

The Commission further covenants in the Indenture that it will adopt a capital budget (the "Annual Capital Budget") on or before May 31st of each Fiscal Year. The Annual Capital Budget will detail the Commission's planned capital expenditures over a period of up to 10 years and the portion of capital expenditures expected to be funded from the Reserve Maintenance Fund. The Annual Capital Budget shall include the expected beginning balance in the Reserve Maintenance Fund, the amounts to be transferred by the Trustee to the Reserve Maintenance Fund from the General Reserve Fund, the amount of bond proceeds expected to become available during the Fiscal Year, the amounts expected to be transferred monthly by the Trustee from the Revenue Fund, and the desired year-end balance in the Reserve Maintenance Fund. Prior to adopting the Annual Capital Budget, the Commission shall provide a draft of the capital budget to the Consulting Engineer a sufficient time in advance of the Commission's adoption of the Annual Capital Budget in order for the Consulting Engineer to provide comments before the date of such adoption. The Commission may adopt amendments or supplements to the Annual Capital Budget at any time. Copies of the Annual Capital Budget shall be made available to the Trustee.

Limitations on Issuance of Additional Bonds and Execution of Approved Swaps. The Commission makes the following covenants in the Indenture with respect to issuance of Additional Bonds and execution of Approved Swap Agreements:

Short-Term Indebtedness: The Commission agrees that it will not issue any Additional Bonds constituting Short-Term Indebtedness unless (1) immediately after the incurrence of such Short-Term Indebtedness, the outstanding principal amount of all Short-Term Indebtedness issued pursuant to this subsection does not exceed 30% of the Revenues for the most recent Fiscal Year for which audited financial statements are available; and (2) for a period of not fewer than seven consecutive days within each Fiscal Year, commencing with the Fiscal Year following the issuance of such Short-Term Indebtedness, the aggregate principal amount of all outstanding Short-Term Indebtedness described in this subsection is reduced to less than 5% of the Revenues for the immediately preceding Fiscal Year for which audited financial statements are available. Short-Term Indebtedness issued pursuant to this subsection will be on a parity with other Additional Bonds.

Long-Term Indebtedness: The Commission agrees that it will not issue any Additional Bonds constituting Long-Term Indebtedness unless prior to or contemporaneously with the incurrence thereof, the provisions of the Indenture described above under "Additional Bonds" are met and there is delivered to the Trustee:

(1) a certificate of a Commission Official certifying that the Historical Pro Forma Debt Service Coverage Ratio for the most recent Fiscal Year preceding the delivery of such certificate for which audited financial statements are available was not less than 1.75; or

(2) a report of a Consultant to the effect that (i) the Net Revenues of the Commission during the preceding Fiscal Year were at least 130% of the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness then Outstanding and on any Applicable Long-Term Indebtedness proposed to be issued (which report may assume any revisions of the Tolls which have been approved by the Commission subsequent to the beginning of such Fiscal Year were in effect for the entire Fiscal Year), and (ii) the Projected Debt Service Coverage Ratio is not less than 1.30; or

(3) If the Long-Term Indebtedness is being incurred solely for the purposes of refunding, repurchasing or refinancing (whether in advance or otherwise) any outstanding Long-Term Indebtedness, a certificate of a Commission Official certifying the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness prior to the issuance of the proposed Long-Term Indebtedness is greater than the Maximum Annual Debt Service on all Applicable Long-Term Indebtedness after the issuance of such proposed Long-Term Indebtedness.

Subordinated Indebtedness: The Commission may incur Indebtedness (hereinafter referred to as “Subordinated Indebtedness”) without limit which is subordinated and junior in all respects to payment of all Bonds and other Parity Obligations incurred under the Indenture so that the same is payable as to principal and interest once all other payments have been made under the Indenture from the amounts on deposit to the credit of the General Reserve Fund as long as prior to or contemporaneously with the incurrence thereof, there is delivered to the Trustee:

- (1) a certificate of a Commission Official certifying that the Rate Covenant would have been met during the preceding Fiscal Year taking into account the Maximum Annual Debt Service on such Subordinated Indebtedness, and
- (2) the other items listed in Section 210 of the Indenture relating to the issuance of the Additional Bonds (as the same may be modified to reflect the fact that such Indebtedness is Subordinated Indebtedness).

Such Subordinated Indebtedness and the payment thereof may be secured by a lien and pledge (a) subordinate to that of the Bonds on the Revenues or (b) prior to, on a parity with or subordinate to, the Bonds on Other Revenues, in which event the Commission and the Trustee may establish such other accounts under the Indenture as they deem necessary or appropriate.

Approved Swap Agreements: The Commission agrees that it will not enter into any Approved Swap Agreement unless prior to or contemporaneously with the incurrence thereof, the provisions described above under “Approved and Parity Swap Obligations” are met and there is delivered to the Trustee one of the certificates or reports required in subsection (b) above, which takes into account the expected payments by and to the Commission pursuant to such Approved Swap Agreement in calculating Annual Debt Service.

Use and Operation of System. The Commission covenants in the Indenture that

- (a) it will maintain and operate the System in an efficient and economical manner,
- (b) it will maintain the System in good repair and will make all necessary repairs, renewals and replacements, to the extent funds are available therefor under the Indenture, and
- (c) it will comply with laws and all rules, regulations, orders and directions of any legislative, executive, administrative or judicial body applicable to such System, subject to the right of the Commission to contest the same in good faith and by appropriate legal proceedings.

Inspection of the System. The Commission shall make arrangements for the System to be inspected at least once every three years by engaging one or more Consultants to conduct the actual inspections and to prepare a report. Such report shall state (a) whether the System has been maintained in good repair, working order and condition since the last inspection report pursuant to this Section and (b) any recommendations which such Consultants may have as to revisions or additions to the Commission's Annual Capital Budget. Copies of such reports shall be filed with the Trustee.

Construction of Projects. The Commission covenants in the Indenture that:

- (a) it will proceed with diligence to construct any Projects in conformity with law and all requirements of all governmental authorities having jurisdiction thereover.
- (b) before entering into any construction contract it will secure the approval of the plans and specifications for such contract by a certified engineer or architect, who may be an employee of the Commission, and that it will require each Person, firm or corporation with whom it may contract in connection with the construction of any Project to furnish (1) a performance bond for 100% of the contract amount, and (2) a payment bond for 100% of the contract amount. Each of such bonds shall be executed by one or more responsible surety companies authorized to do business in the Commonwealth. Any proceeds received from such bonds first shall be applied toward the completion of the applicable Project and second shall be deposited in the General Reserve Fund.
- (c) construction contracts for labor and/or materials also shall provide that payments thereunder shall not be made by the Commission in excess of 95% of current estimates except that once the work is at least 50% complete, such retainage may be reduced by the Chief Engineer or another Commission Official to the extent such officer deems such reduction to be necessary or appropriate.

(d) the Commission shall involve the Consulting Engineer or another Consultant to assist in quality assurance matters in connection with design and/or construction of any Project or portion thereof to the extent the Commission determines necessary or appropriate. For purposes of this subsection, "quality assurance" shall be defined to mean those activities, from inception to completion of a Project, which are necessary to ensure that the processes are in place to produce a quality product.

Employment of Consulting Engineers. The Commission covenants in the Indenture to employ an independent engineer or engineering firm or corporation having a national reputation for skill and experience in such work to perform any functions of the Consulting Engineer under the Indenture.

Insurance. The Commission covenants in the Indenture that it will keep the System and its use and operation thereof insured (including through self-insurance) at all times in such amounts, subject to such exceptions and deductibles and against such risks, as are customary for similar organizations. All insurance policies shall be carried with a responsible insurance company or companies authorized to do business in the Commonwealth or shall be provided under a self-insurance program; any self-insurance program shall be actuarially sound in the written opinion of an accredited actuary, which opinion shall be filed with the Trustee at least annually. At any time and from time to time, the Commission may elect to terminate self-insurance of a given type. Upon making such election, the Commission shall, to the extent then deemed necessary by a Consultant, obtain and maintain comparable commercial insurance.

On July 1, 2003 and every three years thereafter (except with respect to self-insurance, which shall be annually), the Commission shall cause a Consultant to certify to the Trustee that (a) it has reviewed the adequacy of the Commission's insurance, listing the types and amounts of insurance, and (b) it finds such coverage to be reasonable and customary for similar organizations. If the Consultant concludes that coverage other than that which is currently carried by the Commission should be carried, the Commission shall obtain such insurance coverage unless it determines in good faith that it is unreasonable or uneconomical to obtain such coverage and certifies the same in writing to the Trustee.

All insurance policies maintained by the Commission shall be available at reasonable times for inspection by the Trustee, its agents and representatives.

The Commission covenants that it will take actions as it deems necessary to demand, collect and sue for any proceeds that may become due and payable to it under any policy

Damage or Destruction. Immediately after any damage to or destruction of any part of the System which materially adversely affects the Revenues of the Commission, the Commission will promptly take action to repair, reconstruct or replace the damaged or destroyed property or to otherwise ameliorate the adverse impact on Revenues.

Annual Audit. The Commission covenants in the Indenture that it will cause an annual audit to be made of its books and accounts of each Fiscal Year by an independent certified public accountant. A copy of such audit shall be filed with the Trustee promptly after the receipt by the Commission for such purpose.

Encumbrance of Revenues; Sale, Lease or Other Disposition of Property. The Commission covenants in the Indenture that so long as any Bonds are Outstanding under the Indenture,

(a) (1) it will not create or suffer to be created any lien or charge upon any Revenues, except the lien and charge of the Bonds secured hereby and any Subordinated Indebtedness permitted pursuant to the provisions of the Indenture; and (2) from such Revenues or other funds available under the Indenture, it will pay or cause to be discharged, or will make adequate provision to pay or discharge, within ninety (90) days after the same shall accrue, all lawful claims and demands for labor, materials or supplies which, if unpaid, might by law become a lien upon any Revenues; provided, however, that the Commission shall not be required to pay or discharge, or make provision for such payment or discharge of, any such lien or charge so long as the validity thereof shall be contested in good faith and by appropriate legal proceedings.

(b) the Commission will not sell or otherwise dispose of any real estate or personal property comprising a portion of the System unless the Commission determines

(1) such property (i) has become obsolete or worn out or is reasonably expected to become so within one year after the date of such disposition, (ii) is no longer used or useful in the operation of the System or in the generation of Revenues or (iii) is to be or has been replaced by other property; or

(2) by resolution that such action will not materially adversely affect the Net Revenues of the Commission.

The Commission shall have the discretion to deposit the proceeds of such sale or disposition in a fund or account held under the Indenture or a Commission account held outside the Indenture, as it deems appropriate. In the event the Commission did not meet the Rate Covenant during the preceding Fiscal Year, however, then the Commission shall notify the Trustee of the sale or disposition of any property which generated Net Revenues in excess of one percent of the Commission's Net Revenues during the prior Fiscal Year and all proceeds from such sale or disposition shall be deposited in the Revenue Fund.

(c) the Commission will not lease any real estate or personal property comprising a portion of the System unless the Commission determines by resolution that such action will not materially adversely affect the Net Revenues of the Commission. The rental and other proceeds from any lease shall not be required to be deposited in the Revenue Fund unless the effect of such lease is to reduce Tolls.

Without intending to limit the foregoing, the Commission also may enter into contracts or other forms of agreement for the use of any real estate comprising a portion of the System including, but not limited to, rights of way for telephone, telegraph, optic fiber and other forms of communication, electric, gas transmission and other lines or facilities for utilities, and other uses which do not materially adversely affect the operation of the System and the payments received in connection with the same shall be deposited in such accounts (which may be outside the Indenture) as the Commission shall determine.

CREATION OF FUNDS

In addition to the Construction Fund and any other funds created by Supplemental Indentures, the Indenture creates the following funds: Revenue Fund; Debt Service Fund; Debt Service Reserve Fund; Reserve Maintenance Fund; General Reserve Fund; and Rebate Fund. Amounts deposited therein shall be held in trust by the Trustee until applied as directed in the Indenture.

REVENUE FUND; AGREEMENTS WITH OTHER TURNPIKES

The Commission covenants in the Indenture that all Revenues will be deposited daily, as far as practicable, with the Trustee or in the name of the Trustee with a Depository or Depositories, to the credit of the Revenue Fund.

The Indenture provides that, to the extent now or hereafter authorized by law, the Commission may enter into agreements with any commission, authority or other similar legal body operating a turnpike, whether or not connected to the System, (1) with respect to the establishment of combined schedules of Tolls and/or (2) for the collection and application of Tolls charged for trips over all or a portion of both turnpikes combined, which on the basis of the Revenues to be received by any such agreement will result in the receipt by the Commission of its allocable portion of such Tolls (less fees and expenses associated with such arrangement). To the extent now or hereafter authorized by law, the Commission also may enter into agreements with other Persons with respect to the collection of Tolls or advances or prepayment of Tolls charged for trips over all or a portion of the System, which on the basis of the Revenues to be received by any such agreement will result in the receipt by the Commission of the appropriate Tolls for such trips. Unless approved by a Consultant, no agreement establishing a combined schedule of Tolls shall restrict the ability of the Commission to implement an increase in its Tolls at least annually.

Amounts received by the Commission from such other commission, authority or other similar legal body or Person, in accordance with such agreements, shall be deposited in the Revenue Fund when they constitute Revenues. Such amounts may be held with a Depository or Depositories until they constitute Revenues. Amounts received by the Commission and deposited in the Revenue Fund which are payable by the Commission to such other commission, authority or other similar legal body or Person, in accordance with any such agreements, shall be withdrawn by the Trustee from the Revenue Fund upon delivery to the Trustee of a certificate of a Commission Official that such withdrawal is required pursuant to the terms of an agreement entered into pursuant to this Section and shall be paid by the Trustee in accordance with directions contained in such certificate. Any agreement entered into pursuant to this Section shall be made available to the Trustee upon its request.

Except as otherwise provided in the provisions described under this heading, transfers from the Revenue Fund shall be made to the following funds and in the following order of priority:

- (1) Rebate Fund;
- (2) Operating Account;
- (3) Debt Service Fund;
- (4) Reserve Maintenance Fund;
- (5) Debt Service Reserve Fund; and
- (6) General Reserve Fund (after retaining such funds in the Revenue Fund as are identified in the certificate described below under “General Reserve Fund”).

OPERATING ACCOUNT

The Indenture provides that the Commission shall establish an account known as the “Operating Account” which shall be held by the Commission in the name of the Commission outside of the Indenture until applied as directed in the Indenture. The Trustee shall transfer from the Revenue Fund on or before the last Business Day of each month to the credit of the Operating Account an amount equal to (a) the amount shown by the Annual Operating Budget to be necessary to pay Current Expenses for the ensuing month and (b) an amount certified by a Commission Official as being reasonably necessary to pay Current Expenses which are expected for such month, after taking into account the amount on deposit in the Operating Account (including the amount described in clause (a) above), it being recognized that the Annual Operating Budget may have to be amended accordingly.

In making payments from the Operating Account, the Commission shall be deemed to be certifying that obligations in the stated amounts have been incurred by the Commission and that each item thereof was properly incurred in maintaining, repairing and operating the System, and has not been paid previously.

DEBT SERVICE FUND

The Indenture creates two separate accounts in the Debt Service Fund to be known as the “Interest Account” and the “Principal Account.”

The Trustee and the Commission may create such additional accounts in the Debt Service Fund pursuant to a Supplemental Indenture as they deem necessary or appropriate, including, but not limited to, (a) an account into which drawings on a Credit Facility are to be deposited and from which principal (including redemption price) and Purchase Price of and interest on the Series of Bonds secured by such Credit Facility are to be paid (and upon such payment, amounts on deposit in the Principal and Interest Accounts for such Bonds shall be used to repay the provider of the Credit Facility for such payments), and (b) an account into which payments to the Commission to any Parity Swap Counterparty are to be deposited and from which payments to such Parity Swap Counterparty are to be paid.

On or before the last Business Day preceding each Interest Payment Date or principal (or sinking fund redemption) date of each month or such other day as set forth in a Supplemental Indenture, after making the deposits to the Operating Account described above, the Trustee shall withdraw from the Revenue Fund and deposit to the applicable Account in the Debt Service Fund (or to a Series Credit Facility Fund in lieu of either of the foregoing) the amounts due on any Parity Obligation.

The moneys in the Interest and Principal Accounts shall be held by the Trustee in trust for the benefit of the Bonds, to the extent the foregoing are payable from such accounts, and, to said extent and pending application, shall be subject to a lien and charge in favor of the Owners of the Bonds until paid out or transferred as provided in the Indenture. There shall be withdrawn from the Interest Account (and any available capitalized interest) and the Principal Account from time to time and set aside or deposited with the Trustee sufficient money for paying the interest on and the principal of and premium on the Bonds as the same shall become due, except to the extent such interest, principal or other amounts are payable from a fund or account other than the Debt Service Fund as provided in any Supplemental Indenture.

If at the time the Trustee is required to make a withdrawal from the Debt Service Fund the moneys therein shall not be sufficient for such purpose, the Trustee shall withdraw the amount of such deficiency from the moneys on deposit in the

following funds or accounts and transfer the same to the Debt Service Fund in the following order: the Debt Service Reserve Fund, the General Reserve Fund, and the Reserve Maintenance Fund.

A 2009A Account of the Debt Service Fund is being created for the purpose of depositing and disbursing funds for payment of debt service on the 2009A Bonds and two sub-accounts therein designated "2009A Debt Service Sub-account" and "2009A Capitalized Interest Sub-account".

RESERVE MAINTENANCE FUND

In each Fiscal Year, after first having made the deposits to the Revenue Fund, Operating Account and Debt Service Fund provided by the provisions described above, the Trustee shall transfer from the Revenue Fund on or before the last Business Day of each month to the credit of the Reserve Maintenance Fund the amount shown in the Annual Capital Budget for the ensuing month.

Except as provided above with respect to the Debt Service Fund, or except in case of an emergency, as characterized in a certificate signed by a Commission Official stating that the moneys to the credit of the Operating Account are insufficient to meet such emergency, moneys in the Reserve Maintenance Fund shall be disbursed to pay current capital expenditures shown in the Annual Capital Budget for the System, plus the cost of unusual or extraordinary maintenance (as determined solely by the Commission) and shall be disbursed only for such purposes, except to the extent provided in the Indenture. Such purposes shall include, but not be limited to, paying the cost of constructing, improving and reconstructing improvements and betterments to all parts of the System now or hereafter open to vehicular traffic, including, without limitation, additional lanes, tunnels, interchanges, toll plazas, bridges and connecting roads, transit interface facilities and any other improvements deemed necessary or desirable by the Commission.

Payments from the Reserve Maintenance Fund, except the transfers which the Trustee is authorized to make in this Section, shall be made pursuant to a requisition process which follows the process set forth in the Indenture applicable to payments from the Construction Fund.

The Trustee shall transfer any moneys from the Reserve Maintenance Fund to the credit of the General Reserve Fund from time to time upon the receipt of a certificate of a Commission Official certifying that the amount so to be transferred is not required for the purposes for which the Reserve Maintenance Fund has been created.

DEBT SERVICE RESERVE FUND

The Indenture establishes a Debt Service Reserve Fund and provides that a special account within the Debt Service Reserve Fund may be created with respect to each series of Debt Service Reserve Fund Bonds issued under the Indenture and any Supplemental Indenture.

A special account is being established in the Debt Service Reserve Fund in connection with the 2009A Bonds (the "2009A Account"). All earnings on investments held in the 2009A Account shall be transferred to the 2009A Account of the Construction Fund, such transfers to be made no less frequently than semi-annually, on the second Business Day preceding each Interest Payment Date.

In each Fiscal Year, after first having made the deposits to the Operating Account, Debt Service Fund and Reserve Maintenance Fund described above, the Trustee shall transfer from the Revenue Fund on or before the last day of each month to the credit of the Debt Service Reserve Fund (a) the amount, if any, required to make the amount on deposit in the Debt Service Reserve Fund equal to the Debt Service Reserve Requirement which restoration, as implied by the Rate Covenant, is intended to occur within eighteen (18) months; and (b) the amount set forth in a Supplemental Indenture if an amount different from the Debt Service Reserve Requirement is required.

To the extent accounts are created in the Debt Service Reserve Fund for Debt Service Reserve Fund Bonds, the funds and DSRF Security, as hereinafter defined, held therein shall be available to make payments required under the Indenture for the benefit of all Debt Service Reserve Fund Bonds.

Moneys held in the Debt Service Reserve Fund shall be used for the purpose of paying interest on, maturing principal and mandatory sinking fund redemption price of Debt Service Reserve Fund Bonds whenever and to the extent that the moneys held for the credit of the Debt Service Fund shall be insufficient for such purpose. If at any time the moneys and the principal amount of any DSRF Security held in the Debt Service Reserve Fund shall exceed the Debt Service Reserve

Requirement, the Commission shall direct whether such excess moneys shall be transferred by the Trustee to the credit of the General Reserve Fund or used to reduce the principal amount of any DSRF Security.

In the event the Trustee shall be required to withdraw funds from the Debt Service Reserve Fund to restore a deficiency in the Debt Service Fund arising with respect to Debt Service Reserve Fund Bonds, the amount of such deficiency shall be allocated pro rata among such Bonds except to the extent provided in the last sentence of the next paragraph.

In lieu of the deposit of moneys into the Debt Service Reserve Fund, the Commission may cause to be provided a surety bond, an insurance policy, a letter of credit or similar financial instrument satisfactory to the Rating Agency (as evidenced by a letter from the Rating Agency confirming that the DSRF Security will not result in the rating on any outstanding Bonds being downgraded) (each, a "DSRF Security") payable to the Trustee for the benefit of the Bondholders in an amount equal to the difference between the Debt Service Reserve Requirement and the amounts then on deposit in the Debt Service Reserve Fund. The DSRF Security shall be payable (upon the giving of notice as required thereunder) on any Interest Payment Date on which moneys will be required to be withdrawn from the Debt Service Reserve Fund and applied to the payment of the principal of or interest on any Bonds to the extent that such withdrawals cannot be made by amounts on deposit in the Debt Service Reserve Fund.

If a disbursement is made pursuant to a DSRF Security, the Commission shall be obligated either (a) to reinstate the maximum limits of such DSRF Security or (b) to deposit into the Debt Service Reserve Fund, funds in the amount of the disbursement made under such DSRF Security, or a combination of such alternatives, as shall provide that the amount credited to the Debt Service Reserve Fund equals the Debt Service Reserve Requirement within a time period of eighteen (18) months.

If the DSRF Security shall cease to have a rating described in the second preceding paragraph, the Commission shall use reasonable efforts to replace such DSRF Security with one having the required rating, but shall not be obligated to pay, or commit to pay, increased fees, expenses or interest in connection with such replacement or to deposit Revenues in the Debt Service Reserve Fund in lieu of replacing such DSRF Security with another.

GENERAL RESERVE FUND

After first having made the deposits to the Operating Account, Debt Service Fund, Reserve Maintenance Fund and Debt Service Reserve Fund described above, the Trustee shall transfer from the Revenue Fund on or before the last Business Day of each year (or more frequently if the Commission determines that excess funds are on deposit in the Revenue Fund) to the credit of the General Reserve Fund the balance, if any, remaining after making such deposits and after reserving such amounts, if any, identified in a certificate of a Commission Official as being reserved for future transfers to the Debt Service Fund.

Moneys in the General Reserve Fund may be expended by the Commission to restore deficiencies in any funds or accounts created under the Indenture and, absent any such deficiency, for any of the following purposes, with no one item having priority over any of the others:

- (a) To purchase or redeem Bonds;
- (b) To secure and pay the principal or redemption price of and interest on any Subordinated Indebtedness;
- (c) To make payments into the Construction Fund;
- (d) To fund improvements, extensions and replacements of the System; or
- (e) To further any corporate purpose.

The Trustee is authorized to apply monies on deposit in the General Reserve Fund for any of such purposes upon receipt of a requisition signed by a Commission Official, stating in respect of each payment to be made:

- (a) the name of the Person, firm or corporation, to whom payment is to be made or, if the payment is to be made to a fund or account held by the Trustee under the Indenture or to a fund or account held by the Commission and not subject to the Indenture, the name of such fund or account,

- (b) the amount to be paid, and
- (c) the purpose for which the payment is to be made.

REBATE FUND

The Indenture authorizes the creation of a Rebate Fund. The Commission covenants in the Indenture to calculate and to pay directly to the government of the United States of America all amounts due for payment of “arbitrage rebate” under Section 148(f) of the Code with respect to any Bonds. Nevertheless, the Commission in the future may deposit with the Trustee or direct the Trustee to deposit in the Rebate Fund amounts held in any Fund under the Indenture for any or all Series of Bonds (which direction shall specify the procedures for collection and payment of amounts due in respect of arbitrage rebate) if (a) required under any amendments to Section 148(f) of the Code or (b) the Commission otherwise determines that the funding of the Rebate Fund is necessary or appropriate. The Rebate Fund is a trust fund but the amounts therein do not constitute part of the Trust Estate. Amounts on deposit in the Rebate Fund may be used solely to make payments to the United States of America under Section 148 of the Code and to pay costs related to the calculation of the amounts due. Upon satisfaction of the Commission's covenants described above, any amounts remaining in the Rebate Fund shall be deposited in the General Reserve Fund.

ADDITIONAL SECURITY; PARITY WITH OTHER PARITY OBLIGATIONS

Except as otherwise provided or permitted in the Indenture, the Trust Estate securing all Bonds issued under the terms of the Indenture shall be shared on a parity with other Parity Obligations on an equal and ratable basis. The Commission may, however, in its discretion, provide additional security or credit enhancement for specified Parity Obligations with no obligation to provide such additional security or credit enhancement to other Parity Obligations, except that no additional security or credit enhancement shall be provided unless there shall have been first delivered to the Trustee an opinion of Bond Counsel that the exclusion from gross income of interest on any Bonds for federal income tax purposes will not be adversely affected thereby. Moreover, the Commission may provide in a Supplemental Indenture that Bonds issued thereunder are not secured, or are secured only in part or only under certain circumstances, by the Trust Estate.

DEPOSITARIES; INVESTMENT OF MONEYS

Except as otherwise provided in the Indenture, all moneys received by the Commission under the provisions of the Indenture shall be deposited with the Trustee or with one or more Depositaries. All moneys deposited under the provisions of the Indenture with the Trustee or any other Depositary shall be held in trust, credited to the particular fund or account to which such moneys belong and applied only in accordance with the provisions of the Indenture. No moneys shall be deposited with any Depositary, other than the Trustee, in an amount exceeding fifty per centum (50%) of the amount which an officer of such Depositary shall certify to the Commission as the combined capital and surplus of such Depositary. All moneys deposited with the Trustee or any other Depositary under the Indenture shall, to the extent not insured, be secured in the manner required or permitted by applicable law.

Moneys held in any of the funds or accounts under the Indenture may be retained uninvested, if deemed necessary by the Commission, as trust funds and secured as provided above or may be invested in Permitted Investments. All investments shall be made by the Trustee upon the oral request of the Commission, which is confirmed in writing by a Commission Official specifying the account or fund from which moneys are to be invested and designating the specific Permitted Investments to be acquired.

All investments made pursuant to this Section shall be subject to withdrawal or shall mature or be subject to repurchase or redemption by the holder, not later than the earlier of (a) the date or dates set forth for similar investments in the applicable Supplemental Indenture or (b) the date on which the moneys may reasonably be expected to be needed for the purpose of the Indenture.

Investments acquired with the moneys in any fund or account shall be a part of such fund or account and, for the purposes of determining the amount in such fund or account, shall be valued at their then fair market value. The interest or income received on an investment shall remain in the fund or account to which the investment is credited except to the extent otherwise provided in the applicable Supplemental Indenture.

The Trustee shall withdraw, redeem or sell all or a portion of any investment upon receipt of the written direction from the Commission or upon a determination by the Trustee that moneys in such fund or account are to be applied or paid by the Trustee pursuant to the provisions of the Indenture, and the proceeds thereof shall be deposited by the Trustee in the

appropriate fund or account. Neither the Trustee nor the Commission shall be liable or responsible for any depreciation in the value of the Permitted Investments or for any losses incurred upon any unauthorized disposition thereof.

Each fund held under the Indenture shall be valued by the Trustee at least once annually within thirty days after the end of each Fiscal Year.

EVENTS OF DEFAULT

Each of the following is an “Event of Default” under the Indenture:

- (a) Default in the payment of any installment of principal, redemption premium, if any, interest or other amount due on any Bond when the same becomes due and payable;
- (b) Default in the payment by the Commission of any other Parity Obligation;
- (c) Subject to the provisions relating to notice and opportunity to cure certain defaults, default in the performance or breach of any covenant, warranty or representation of the Commission contained in the Indenture (other than a default under subsections (a) and (b) of this Section);
- (d) The occurrence of any Event of Default under any Supplemental Indenture; or
- (e) (1) The occurrence of an Event of Bankruptcy of the Commission; (2) the appointment of a receiver, liquidator, assignee, custodian, trustee, sequestrator or other similar official of the Commission or of any substantial portion of its property, which appointment shall not have been rescinded or stayed within ninety (90) days after taking effect; or (3) the ordering of the winding up or liquidation of the affairs of the Commission.

No default under paragraph (c) above under “Events of Default” shall constitute an Event of Default until written notice of such default shall have been given to the Commission by the Trustee or by the holders of at least 25% in aggregate principal amount of the Bonds Outstanding, and the Commission shall have had thirty (30) days after receipt of such notice to correct such default or cause such default to be corrected, and shall have failed to do so. In the event, however, that the default is such that it cannot be corrected within such thirty (30) day period, it shall not constitute an Event of Default if corrective action is instituted by the Commission within such period and diligently pursued (as determined by the Trustee) until the default is corrected.

REMEDIES UPON DEFAULT

If an Event of Default occurs and is continuing, the Trustee may, and upon the written request to the Trustee by the holder or holders of not less than a majority in aggregate principal amount of the Bonds then Outstanding shall, subject to the requirement that the Trustee be provided with indemnity satisfactory to it, by written notice to the Commission, declare the principal and interest on of the Bonds to the date of acceleration to be immediately due and payable.

At any time after such a declaration of acceleration has been made and before the entry of a judgment or decree for payment of the money due, the Trustee may, or the holders of not less than a majority in aggregate principal amount of the Bonds then Outstanding, may by written notice to the Commission and the Trustee, and subject to the provision to the Trustee of satisfactory indemnity, direct the Trustee to rescind and annul such declaration and its consequences if:

- (1) there has been paid to or deposited with the Trustee by or for the account of the Commission, or provision satisfactory to the Trustee has been made for the payment of a sum sufficient to pay: (i) all overdue installments of interest on the Bonds; (ii) the principal of and redemption premium, if any, on any Bonds which have become due other than by such declaration of acceleration and interest thereon; (iii) all amounts due on other Parity Obligations; (iv) to the extent lawful, interest upon overdue installments of interest and redemption premium, if any; and (v) all sums paid or advanced by the Trustee under the Indenture, together with the reasonable compensation, expenses, disbursements and advances of the Trustee, its agents and counsel prior to the date of notice of rescission; and
- (2) all Events of Default, other than those described in paragraphs (a) and (b) above under “Events of Default”, if any, which have occasioned such acceleration, have been cured or waived.

No such rescission and annulment shall affect any subsequent default or impair any consequent right.

ADDITIONAL REMEDIES

The Trustee, upon the occurrence of an Event of Default may, and upon the written request of the holders of not less than a majority in aggregate principal amount of the Bonds Outstanding and subject to the requirement that the Trustee be provided with satisfactory indemnity, shall proceed to protect and enforce its rights and the rights of the holders of the Bonds under the Indenture by a suit or suits in equity or at law, either for the specific performance of any covenant or agreement contained in the Indenture or in aid of the execution of any power in the Indenture granted, or for the enforcement of any other appropriate legal or equitable remedy, and the Trustee in reliance upon the advice of counsel may deem most effective to protect and enforce any of the rights or interests of the Bondholders under the Bonds or the Indenture.

TRUSTEE MAY FILE PROOFS OF CLAIM

In case of the pendency of any receivership, insolvency, liquidation, bankruptcy, reorganization, arrangement, adjustment, composition or other judicial proceeding under the Bankruptcy Law relating to the Commission, any other obligor upon the Bonds or any property of the Commission, the Trustee (whether or not the principal of the Bonds shall then be due and payable by acceleration or otherwise, and whether or not the Trustee shall have made any demand upon the Commission for the payment of overdue principal, redemption premium, if any, and interest) shall be entitled and empowered, by intervention in such proceeding or other means:

(1) to file and prove a claim for the whole amount of the principal, redemption premium, if any, and interest owing and unpaid in respect of the Bonds then Outstanding or for breach of the Indenture and to file such other papers or documents as may be necessary or advisable in order to have the claims of the Trustee (including any claim for the reasonable compensation, expenses, disbursements and advances of the Trustee, its agents and counsel) and of the holders allowed in such proceeding; and

(2) to collect and receive any moneys or other property payable or deliverable on any such claims and to distribute the same;

and any receiver, assignee, trustee, liquidator, sequestrator or similar official in any such judicial proceeding is hereby authorized by each holder to make such payments to the Trustee and, in the event that the Trustee shall consent to the making of such payments directly to the holders, to pay to the Trustee any amount due it for the reasonable compensation, expenses, disbursements and advances of the Trustee, its agents and counsel, and any other amounts due the Trustee under the Indenture. However, no provision of the Indenture empowers the Trustee to authorize or consent to or accept or adopt on behalf of any Bondholders any plan of reorganization, arrangement, adjustment or composition affecting any of the Bonds or the rights of any holder thereof, or to authorize the Trustee to vote in respect of the claim of any holder in any proceeding described in the preceding paragraph.

PRIORITY OF PAYMENT FOLLOWING EVENT OF DEFAULT

Any portion of the Trust Estate held or received by the Trustee, by any receiver or by any Bond Owner pursuant to any right given or action taken under the provisions of this Article, after payment of the costs and expenses of the proceedings resulting in the collection of such moneys and of the fees, expenses and liabilities incurred by the Trustee and the transfer to Secured Owners (other than Owners of the Bonds) of amounts to which they are entitled by virtue of their parity position, shall be deposited and applied as follows:

(a) If the principal of all the Bonds then Outstanding and the interest accrued thereon has been declared to be due and payable immediately pursuant to the acceleration provisions described above (or, but for any legal prohibition on such declaration of acceleration, such principal and interest would have been declared to be due and payable immediately pursuant to such Section or the provisions of any applicable Reimbursement Agreement) and such declaration has not been rescinded and annulled, there shall be deposited into the Debt Service Fund moneys sufficient to pay the amounts described in clauses (i), (ii) and (iii) below, and all such moneys shall be applied, as promptly as practicable (but subject to the provisions of the last paragraph of this Section), proportionately to

(i) the payment to the persons entitled thereto of all payments of interest then due on the Bonds with interest on overdue installments, if lawful, at their respective rates from the respective dates upon which they became due, in the order of maturity of the installments of such interest and, if the amount available shall not be

sufficient to pay in full any particular installment of interest, then to the payment ratably, according to the amounts due on such installment;

(ii) the payment to the persons entitled thereto of the unpaid principal of any of the Bonds which shall have become due (or which but for any legal prohibition on such declaration of acceleration would have become due) with interest on such Bonds at their respective rates from the respective dates upon which they became due and, if the amount available shall not be sufficient to pay in full the Bonds due on any particular date, together with such interest, then to the payment ratably, according to the amount of principal and interest due on such date, in each case to the persons entitled thereto, without any discrimination or privilege;

(iii) the payment of any other amounts then owing under the Indenture; and, after said deposit into the Debt Service Fund, there shall be paid the Subordinated Indebtedness issued or incurred by the Commission pursuant to the Indenture.

(b) If the principal of and interest on all Bonds then Outstanding and has not been declared to be due and payable immediately pursuant to the acceleration provisions described above (or deemed to be due and payable as contemplated in paragraph (a) above) or if such a declaration has been rescinded and annulled, then there shall be deposited into the Debt Service Fund moneys sufficient to pay the amounts described in clauses (i), (ii) and (iii) below, and all such moneys shall be applied, as promptly as practicable (but subject to the provisions of the last paragraph of this Section),

(i) first, to the payment to the persons entitled thereto of all installments of interest then due on the Bonds, with interest on overdue installments, if lawful, at their respective rates from the respective dates upon which they became due, in the order of maturity and, if the amount available shall not be sufficient to pay in full any particular installment of interest, then to the payment ratably, according to the amounts due on such installment;

(ii) second, to the payment to the persons entitled thereto of the unpaid principal of any of the Bonds which shall have become due with interest on such Bonds at their respective rates from the respective dates upon which they became due and, if the amount available shall not be sufficient to pay in full the Bonds due on any particular date, together with such interest, then to the payment ratably, according to the amount of principal and interest due on such date, in each case to the persons entitled thereto, without any discrimination or privilege; and

(iii) third, to the payment of any other amounts then owing under the Indenture, and, after said deposit into the Debt Service Fund, there shall be paid the Subordinated Indebtedness issued or incurred by the Commission pursuant to the Indenture.

Whenever moneys are to be applied pursuant to the provisions of this Section, such moneys shall be applied at such times, and from time to time, as the Trustee shall determine, having due regard to the amount of such moneys available for application and the likelihood of additional moneys becoming available for such application in the future. Whenever the Trustee shall apply such funds, it shall fix the date (which shall be an Interest Payment Date unless it shall deem another date more suitable) upon which such application is to be made and upon such date interest on the amounts of principal and interest to be paid on such date shall cease to accrue. The Trustee shall give notice of the deposit with it of any such moneys and of the fixing of any such date by mail to all Owners of Bonds with respect to which the Event of Default occurred and shall not be required to make payment to any Bond Owner until such Bonds shall be presented to the Trustee for appropriate endorsement or for cancellation if fully paid.

BONDHOLDERS MAY DIRECT PROCEEDINGS

The owners of a majority in aggregate principal amount of the Bonds Outstanding shall, subject to the requirement that the Trustee be provided with satisfactory indemnity, have the right, by an instrument or instruments in writing executed and delivered to the Trustee, to direct the method and place of conducting all remedial proceedings by the Trustee under the Indenture, provided that such direction shall not be in conflict with any rule of law or the Indenture and that the Trustee shall have the right to decline to follow any such direction which in the opinion of the Trustee would be unduly prejudicial to the rights of Bondholders not parties to such direction or would subject the Trustee to personal liability or expense. Notwithstanding the foregoing, the Trustee shall have the right to select and retain counsel of its choosing to represent it in any such proceedings. The Trustee may take any other action which is not inconsistent with any direction under this provision.

LIMITATIONS ON RIGHTS OF BONDHOLDERS

No Bondholder shall have any right to pursue any other remedy under the Indenture or the Bonds unless: (1) an Event of Default shall have occurred and is continuing; (2) the owners of not less than a majority in aggregate principal amount of all Bonds then Outstanding have requested the Trustee, in writing, to exercise the powers hereinabove granted or to pursue such remedy in its or their name or names; (3) the Trustee has been offered indemnity satisfactory to it against costs, expenses and liabilities reasonably anticipated to be incurred; (4) the Trustee has declined to comply with such request, or has failed to do so, within sixty (60) days after its receipt of such written request and offer of indemnity; and (5) no direction inconsistent with such request has been given to the Trustee during such 60 day period by the holders of a majority in aggregate principal amount of the Bonds Outstanding.

The provisions of the preceding paragraph are conditions precedent to the exercise by any Bondholder of any remedy under the Indenture. The exercise of such rights is further subject to the provisions described under "Limitations on Rights of Bondholders" above and "Unconditional Right of Bondholder to Receive Payment" and "Delay or Omission Not Waiver" below. No one or more Bondholders shall have any right in any manner whatever to enforce any right under the Indenture, except in the manner provided in the Indenture. All proceedings at law or in equity with respect to an Event of Default shall be instituted and maintained in the manner provided in the Indenture for the equal and ratable benefit of the Bondholders of all Bonds Outstanding.

RIGHTS AND REMEDIES CUMULATIVE

No right or remedy in the Indenture conferred upon or reserved to the Trustee is intended to be exclusive of any other right or remedy, but each such right or remedy shall, to the extent permitted by law, be cumulative of and in addition to every other right or remedy given under the Indenture or now or hereafter existing at law, in equity or otherwise. The assertion or employment of any right or remedy under the Indenture shall not prevent the concurrent assertion or employment of any other appropriate right or remedy.

DELAY OR OMISSION NOT WAIVER

No delay or omission by the Trustee or any Bondholder to exercise any right or remedy accruing upon any Event of Default shall impair any such right or remedy or constitute a waiver of such Event of Default. Every right and remedy given by this Article or by law to the Trustee or the Bondholders may be exercised from time to time, and as often as may be deemed expedient, by the Trustee or the Bondholders, as the case may be.

WAIVER OF DEFAULTS

The holders of a majority in aggregate principal amount of the Outstanding Bonds may, by written notice to the Trustee and subject to the requirement that the Trustee be provided with satisfactory indemnity, waive any existing default or Event of Default and its consequences, except an Event of Default under paragraph (a) or (b) under "Events of Default." Upon any such waiver, the default or Event of Default shall be deemed cured and shall cease to exist for all purposes. No waiver of any default or Event of Default shall extend to or effect any subsequent default or Event of Default or shall impair any right or remedy consequent thereto.

Notwithstanding any provision of the Indenture, in no event shall any Person, other than all of the affected Bondholders, have the ability to waive any Event of Default under the Indenture if such event results or may result, in the opinion of Bond Counsel, in interest on any of the Bonds becoming includable in gross income for federal income tax purposes if the interest on such Bonds was not includable in gross income for federal income tax purposes prior to such event.

NOTICE OF EVENTS OF DEFAULT

If an Event of Default occurs of which the Trustee has or is deemed to have notice under the Indenture, the Trustee shall give Immediate Notice thereof to the Commission. Within 90 days thereafter (unless such Event of Default has been cured or waived), the Trustee shall give notice of such Event of Default to each Bondholder then Outstanding, provided, however, that except in the instance of an Event of Default described in paragraph (a) or (b) above under "Events of Default," the Trustee may withhold such notice if and so long as the Trustee in good faith determines that the withholding of such notice does not materially adversely affect the interests of Bondholders, and provided, further, that notice to Bondholders of any Event of Default under paragraph (c) under "Events of Default" shall be subject to the provisions described above relating to cure of such defaults and shall not be given until the grace period has expired.

THE TRUSTEE; QUALIFICATIONS OF TRUSTEE

The Indenture contains provisions relating to the appointment and duties of the Trustee. The trustee under the Indenture shall be a corporation or banking association organized and doing business under the laws of the United States of America or of any state, authorized under such laws to exercise corporate trust powers, which has a combined capital and surplus of at least \$50,000,000, or is an affiliate of, or has a contractual relationship with, a corporation or banking association meeting such capital and surplus requirement which guarantees the obligations and liabilities of the proposed trustee, and which is subject to supervision or examination by federal or state banking authority. If such corporation or banking association publishes reports of condition at least annually, pursuant to law or the requirements of such banking authority, then for purposes of this Section, the combined capital and surplus of such corporation or banking association shall be deemed to be its combined capital and surplus as set forth in its most recent report of condition so published. If at any time the Trustee shall cease to be eligible in accordance with the provision described above, it shall resign promptly in the manner and with the effect specified in the Indenture.

RESIGNATION OR REMOVAL OF TRUSTEE; APPOINTMENT OF SUCCESSOR TRUSTEE

No resignation or removal of the Trustee and no appointment of a successor Trustee pursuant to the Indenture shall become effective until the acceptance of appointment by the successor Trustee under the Indenture.

The Trustee may resign at any time by giving written notice to the Commission. Upon receiving such notice of resignation, the Commission shall promptly appoint a successor Trustee by an instrument in writing. If an instrument of acceptance has not been delivered to the resigning Trustee within 30 days after the giving of such notice of resignation, the resigning Trustee or any Bondholder may petition a court of competent jurisdiction for the appointment of a successor Trustee.

Prior to the occurrence and continuance of an Event of Default under the Indenture, or after the curing or waiver of any such Event of Default, the Commission or the holders of a majority in aggregate principal amount of the Outstanding Bonds, may remove the Trustee and shall appoint a successor Trustee. In the event there shall have occurred and be continuing an Event of Default under the Indenture, the holders of a majority in aggregate principal amount of the Outstanding Bonds may remove the Trustee and shall appoint a successor Trustee. In each instance, such removal and appointment shall be accomplished by an instrument or concurrent instruments in writing signed by the Commission or such holders, as the case may be, and delivered to the Trustee, the Commission, the holders of the Outstanding Bonds and the Successor Trustee.

If at any time: (1) the Trustee shall cease to be eligible and qualified under the Indenture and shall fail or refuse to resign after written request to do so by the Commission or the holder of any Bond, or (2) the Trustee shall become incapable of acting or shall be adjudged insolvent, or a receiver of the Trustee or its property shall be appointed, or any public officer shall take charge or control of the Trustee, its property or affairs for the purpose of rehabilitation, conservation or liquidation, then in either such case (i) the Commission may remove the Trustee and appoint a successor Trustee in accordance with the provisions of the immediately preceding paragraph; or (ii) any holder of a Bond then Outstanding may, on behalf of the holders of all Outstanding Bonds, petition a court of competent jurisdiction for removal of the Trustee and appointment of a successor Trustee.

The Commission shall give written notice of each resignation or removal of the Trustee and each appointment of a successor Trustee to each holder of Bonds then Outstanding as listed in the Bond Register. Each such notice shall include the name and address of the applicable corporate trust office of the successor Trustee.

SUPPLEMENTAL INDENTURES WITHOUT BONDHOLDERS' CONSENT

The Indenture provides that the Commission and the Trustee may from time to time and at any time enter into Supplemental Indentures, without the consent of or notice to any Bondholder, to effect any one or more of the following:

(a) cure any ambiguity, defect or omission or correct or supplement any provision in the Indenture or in any Supplemental Indenture;

(b) grant to or confer upon the Trustee for the benefit of the Bondholders any additional rights, remedies, powers, authority or security that may lawfully be granted to or conferred upon the Bondholders or the Trustee which are not contrary to or inconsistent with the Indenture as then in effect or to subject to the pledge and lien of the Indenture additional revenues, properties or collateral including Defeasance Obligations;

(c) add to the covenants and agreements of the Commission in the Indenture other covenants and agreements thereafter to be observed by the Commission or to surrender any right or power in the Indenture reserved to or conferred upon the Commission which are not contrary to or inconsistent with the Indenture as then in effect;

(d) permit the appointment of a co-trustee under the Indenture;

(e) modify, alter, supplement or amend the Indenture in such manner as shall permit the qualification of the Indenture, if required, under the Trust Indenture Act of 1939, the Securities Act of 1933 or any similar federal statute hereafter in effect;

(f) make any other change in the Indenture that is determined by the Trustee not to be materially adverse to the interests of the Bondholders;

(g) implement the issuance of Additional Bonds permitted under the Indenture; or

(h) if all Bonds in a series are Book Entry Bonds, amend, modify, alter or replace any Letter of Representations as provided in Section 209 of the Indenture or other provisions relating to Book Entry Bonds.

The Trustee shall not be obligated to enter into any such Supplemental Indenture which adversely affects the Trustee's own rights, duties or immunities under the Indenture.

SUPPLEMENTAL INDENTURES REQUIRING BONDHOLDERS' CONSENT

The Commission and the Trustee, at any time and from time to time, may execute and deliver a Supplemental Indenture for the purpose of making any modification or amendment to the Indenture, but only with the written consent, given as provided in the Indenture, of the holders of at least a majority in aggregate principal amount of the Bonds Outstanding at the time such consent is given, and in case less than all of the Bonds then Outstanding are affected by the modification or amendment, of the holders of at least a majority in aggregate principal amount of the Bonds so affected and Outstanding at the time such consent is given; provided, however, that if such modification or amendment will, by its terms, not take effect so long as any Bonds so affected remain Outstanding, the consent of the holders of such Bonds shall not be required and such Bonds shall not be deemed to be Outstanding for the purpose of any calculation of Outstanding Bonds under these provisions. Notwithstanding the foregoing, no modification or amendment contained in any such Supplemental Indenture shall permit any of the following, without the consent of each Bondholder whose rights are affected thereby:

(a) a change in the terms of stated maturity or redemption of any Bond or of any installment of interest thereon;

(b) a reduction in the principal amount of or redemption premium on any Bond or in the rate of interest thereon or a change in the coin or currency in which such Bond is payable;

(c) the creation of a lien on or a pledge of any part of the Trust Estate which has priority over or parity with (to the extent not permitted under the Indenture) the lien or pledge granted to the Bondholders under the Indenture (but this provision shall not apply to the release of any part of the Trust Estate as opposed to the creation of a prior or parity lien or pledge);

(d) the granting of a preference or priority of any Bond or Bonds over any other Bond or Bonds, except to the extent permitted in the Indenture;

(e) a reduction in the aggregate principal amount of Bonds of which the consent of the Bondholders is required to effect any such modification or amendment; or

(f) a change in the provisions of the Indenture provisions relating to amendments and supplements.

Notwithstanding the foregoing, the holder of any Bond may extend the time for payment of the principal of or interest on such Bond; provided, however, that upon the occurrence of an Event of Default, funds available under the Indenture for the payment of the principal of and interest on the Bonds shall not be applied to any payment so extended until all principal and interest payments which have not been extended have first been paid in full. Notice of any Supplemental Indenture executed pursuant to the provisions described above shall be given to the Bondholders promptly following the execution thereof.

CONSENTS OF BONDHOLDERS AND OPINIONS

Each Supplemental Indenture executed and delivered pursuant to the provisions described under “Supplemental Indentures Requiring Bondholders’ Consent” shall take effect only when and as provided below. A copy of such Supplemental Indenture (or brief summary thereof or reference thereto in form approved by the Trustee), together with a request to Bondholders for their consent thereto in form satisfactory to the Trustee, shall be sent by the Trustee to Bondholders, at the expense of the Commission, by first class mail, postage prepaid, provided that a failure to mail such request shall not affect the validity of the Supplemental Indenture when consented to as provided in the Indenture. Such Supplemental Indenture shall not be effective unless and until there shall have been filed with the Trustee (a) the written consents of Bondholders of the percentage of Bonds specified above under “Supplemental Indentures Requiring Bondholders’ Consent” given as provided in the Indenture, and (b) an opinion of counsel acceptable to the Trustee stating that (1) the execution of such Supplemental Indenture is authorized or permitted by the Indenture and (2) all conditions precedent to the execution and delivery of such Supplemental Indenture have been complied with, and an opinion of Bond Counsel that the execution and performance of such Supplemental Indenture shall not, in and of itself, adversely affect the federal income tax status of any Bonds, the interest on which is not included in gross income for federal income tax purposes. Any such consent shall be binding upon the Bondholder giving such consent and upon any subsequent holder of such Bonds and of any Bonds issued in exchange therefor or in lieu thereof (whether or not such subsequent Bondholder has notice thereof), unless such consent is revoked in writing by the Bondholder giving such consent or a subsequent holder of such Bonds by filing such revocation with the Trustee prior to the date the Trustee receives the material required in clauses (a) and (b) above.

Notwithstanding anything else in the Indenture, if a Supplemental Indenture is to become on the same date as the date of issuance of Additional Bonds, the consents of the underwriters or purchasers of such Additional Bonds shall be counted for purposes of the Indenture.

The Indenture provides that Bonds which are to be disregarded under the last sentence of the definition of “Outstanding” shall not be deemed Outstanding for the purpose of consent or other action or any calculation of Outstanding Bonds provided for in this Article. At the time of any consent or other action taken under this Article or elsewhere in the Indenture, the Commission shall furnish the Trustee a certificate of a Commission Official, upon which the Trustee may rely, describing all Bonds so to be excluded.

DISCHARGE OF BONDS

If (a) the principal of any Bonds and the interest due or to become due thereon, together with any redemption premium required by redemption of any of the Bonds prior to maturity, shall be paid, or is caused to be paid, or is provided for as described below under “Defeasance,” at the times and in the manner to which reference is made in the Bonds, according to the true intent and meaning thereof, or the outstanding Bonds shall have been paid and discharged in accordance with this Article, and (b) all of the covenants, agreements, obligations, terms and conditions of the Commission under the Indenture shall have been kept, performed and observed and there shall have been paid to the Trustee, the Bond Registrar and the Paying Agents all sums of money due or to become due to them in accordance with the terms and provisions of the Indenture, then the right, title and interest of the Trustee in the Trust Estate shall thereupon cease and the Trustee, on request of the Commission and at the expense of the Commission, shall release the Indenture and the Trust Estate and shall execute such documents to evidence such release as may be reasonably required by the Commission and shall turn over to the Commission, or to such other Person as may be entitled to receive the same, all balances remaining in any Funds under the Indenture except for amounts required to pay such Bonds or held unclaimed in respect of Bonds which have matured or been redeemed pursuant to the Indenture.

DEFEASANCE

If the Commission deposits with the Trustee moneys or Defeasance Obligations which, together with the earnings thereon, are sufficient to pay the principal amount of and redemption premium on any particular Bond or Bonds becoming due, either at maturity, by means of mandatory sinking fund redemption or by call for optional redemption or otherwise, together with all interest accruing thereon to the due date or Redemption Date, and pays or makes provision for payment of all fees, costs and expenses of the Commission and the Trustee due or to become due with respect to such Bonds, all liability of the Commission with respect to such Bond or Bonds shall cease, such Bond or Bonds shall be deemed not to be Outstanding under the Indenture and the holder or holders of such Bond or Bonds shall be restricted exclusively to the moneys or Defeasance Obligations so deposited, together with any earnings thereon, for any claim of whatsoever nature with respect to such Bond or Bonds, and the Trustee shall hold such moneys, Defeasance Obligations and earnings in trust for such holder or holders. In determining the sufficiency of the moneys and Defeasance Obligations deposited pursuant to this Section, the Trustee shall receive, at the expense of the Commission, and may rely upon: (a) a verification report of a firm of

nationally recognized independent certified public accountants or other qualified firm acceptable to the Commission and the Trustee; provided, however, that the Trustee may waive the requirement for the provision of such verification report if the Bonds which are being defeased will be paid and cancelled within 90 days and the Trustee can calculate the interest to be paid on such Bonds to and including such payment or redemption date; and (b) an opinion of Bond Counsel to the effect that (1) all conditions set forth in this Article have been satisfied and (2) that defeasance of any Bonds will not cause interest on the Bonds to be includable in gross income for federal income tax purposes. Upon such defeasance, all rights of the Commission, including its right to provide for optional redemption or prepayment of any Bonds on dates other than planned pursuant to such defeasance shall cease unless specifically retained by filing a written notification thereof with the Trustee at the time the Defeasance Obligations are deposited with the Trustee.

In the case of any defeasance of the Multi-Modal Bonds, in addition to the other requirements of the Indenture, funds must be deposited in escrow in an amount sufficient to cover all future payments to bondholders at the maximum interest rate allowable on the Multi-Modal Bonds as provided in the Indenture. In addition, in such event, the Commission (1) shall agree in the escrow deposit agreement to call the Multi-Modal Bonds for redemption or purchase not later than their first possible mandatory redemption or optional purchase date, or (2) shall obtain from the Rating Agency a statement that the defeasance would not result in the reduction or withdrawal of the ratings assigned to the Multi-Modal Bonds. The Rating Agency shall be notified of any changes or amendments to the escrow deposit arrangement including, without limitation, entering into a forward purchase contract or changing the definition of eligible securities.

At such times as a Bonds shall be deemed to be paid under the Indenture, as aforesaid, it shall no longer be secured by or entitled to the benefits of the Indenture, except for the purposes of any such payment from such money or Defeasance Obligations.

NOTICE OF DEFEASANCE

(a) In case any of the Bonds, for the payment of which moneys or Defeasance Obligations have been deposited with the Trustee pursuant to the provisions described above under “Defeasance,” are to be redeemed on any date prior to their maturity, the Commission shall give to the Trustee in form satisfactory to it irrevocable instructions to give notice of redemption of such Bonds on the redemption date for such Bonds.

(b) In addition to the foregoing notice, in the event such Bonds to be redeemed are not by their terms subject to redemption within the next succeeding 60 days, the Trustee shall give further notice to the Bondholders that the deposit required by the provisions described above under “Defeasance” has been made with the Trustee and that said Bonds are deemed to have been paid in accordance with this Article and stating the maturity or redemption date or dates upon which moneys are to be available for the payment of the principal of and redemption premium, if any, on said Bonds; such further notice shall be given promptly following the making of the deposit required by said provisions; and such further notice also shall be given in the manner set forth in the Indenture; but no defect in said further notice nor any failure to give all or any portion of such further notice shall in any manner defeat the effectiveness of the deposit.

(c) If the Commission has retained any rights pursuant to the provisions described above under “Defeasance”, notice thereof shall be sent to Bondholders of such Bonds as soon as practicable and not later than any notice required by paragraphs (a) or (b) above.

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APPENDIX D

FORM OF OPINION OF CO-BOND COUNSEL

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[FORM OF OPINION OF CO-BOND COUNSEL]

July 1, 2009

Pennsylvania Turnpike Commission
Harrisburg, PA

RE: \$275,000,000 Pennsylvania Turnpike Commission
Turnpike Revenue Bonds, Series A of 2009
(Federally Taxable — Issuer Subsidy — Build America Bonds)

Ladies and Gentlemen:

We have acted as Bond Counsel in connection with the issuance by the Pennsylvania Turnpike Commission (the “Commission”) on the date hereof of \$275,000,000 aggregate principal amount of its Pennsylvania Turnpike Commission, Turnpike Revenue Bonds, Series A of 2009 (Federally Taxable — Issuer Subsidy — Build America Bonds) (the “2009 Bonds”). The 2009 Bonds are being issued pursuant to a Resolution of the Commission dated May 19, 2009 (the “Resolution”) and pursuant to and under the Amended and Restated Trust Indenture dated as of March 1, 2001 by and between U.S. Bank National Association, as successor trustee (the “Trustee”), and the Commission, as supplemented prior to the date hereof (the “Amended and Restated Indenture”) and as further supplemented by Supplemental Indenture No. 16 dated as of July 1, 2009 (the “Supplemental Indenture” and, together with the Amended and Restated Indenture, the “Indenture”).

The 2009 Bonds are being issued for the purposes of a project (the “Project”) consisting of financing the costs of: (i) expenditures for a portion of the capital projects set forth in the Commission’s Ten Year Capital Plan (2010-2019); (ii) funding necessary reserves to the extent required for such financing; (iii) funding capitalized interest on the 2009 Bonds; and (iv) paying the costs of issuing the 2009 Bonds.

In our capacity as Bond Counsel, we have examined the Constitution and such statutes of the Commonwealth as we have deemed necessary, the Resolution and the proceedings related thereto to enable us to render the opinions set forth below. We also have examined and relied upon the proceedings authorizing the issuance of the 2009 Bonds and certain certifications and agreements, affidavits and other documents, including the Indenture and specimen 2009 Bonds, which we have considered relevant. We also have relied on a certificate of the Trustee as to its authentication of the 2009 Bonds.

In rendering the opinions set forth below, we have relied upon the genuineness, authenticity, truthfulness and completeness of all documents, records and other instruments

which we have examined, other than those documents prepared by us. We have not undertaken to verify the factual matters set forth therein by independent investigation. Our opinion is given only with respect to the laws of the Commonwealth as enacted and construed on the date hereof.

As to questions of fact material to our opinions, we have relied upon the representations of the Commission contained in the proceedings relating to the issuance of the 2009 Bonds and other certifications of public officials furnished to us without undertaking to verify the same by independent investigation.

We have not been engaged or undertaken to review the accuracy, completeness or sufficiency of the Official Statement or other offering material relating to the 2009 Bonds (except to the extent, if any, stated in the Official Statement), and we express no opinion herein related thereto (excepting only the matters set forth as our opinion in the Official Statement).

Based upon the foregoing, we are of the opinion, as of the date hereof, under existing law and subject to the qualifications hereinafter set forth, that:

1. The Commission is a validly existing instrumentality of the Commonwealth with full power and authority to undertake the Project, to execute and deliver the Supplemental Indenture and to issue the 2009 Bonds.

2. The Commission has duly adopted the Resolution authorizing, among other things, the execution and delivery of the Supplemental Indenture.

3. The Supplemental Indenture has been duly authorized, executed and delivered by the Commission and the obligations of the Commission thereunder constitute legal, valid and binding obligations, enforceable in accordance with their terms.

4. The 2009 Bonds have been duly authorized, executed, issued and delivered by the Commission and are the legal, valid and binding limited obligations of the Commission, enforceable in accordance with their terms.

5. The 2009 Bonds are exempt from personal property taxes in Pennsylvania and the interest on the 2009 Bonds is exempt from Pennsylvania personal income tax and Pennsylvania corporate net income tax.

We call to your attention that interest on the 2009 Bonds is includible in gross income for purposes of federal income taxation under existing statutes, regulations, rulings and court decisions.

Our opinions set forth above as to the enforceability of the 2009 Bonds and the Supplemental Indenture are subject to applicable bankruptcy, reorganization, moratorium, insolvency or other laws affecting creditors' rights or remedies generally (including, without limitation, laws relating to fraudulent conveyances or transfers) and are subject to general

To Pennsylvania Turnpike Commission

July 1, 2009

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principles of equity (regardless of whether such enforceability is considered in a proceeding in equity or at law).

These opinions are rendered on the basis of federal law and the laws of the Commonwealth of Pennsylvania as enacted and construed on the date hereof. We express no opinion as to any matter not set forth in the numbered paragraphs above, including, without limitation, with respect to, and assume no responsibility for, the accuracy, adequacy or completeness of, the Preliminary Official Statement or the Official Statement prepared in respect of the 2009 Bonds, including the appendices thereto, and make no representation that we have independently verified any such information.

The opinions set forth herein are given solely for your benefit and may not be relied on by any other person or entity without our express prior written consent. The opinions set forth herein are given solely as of the date hereof, and we do not undertake to update or supplement this opinion to reflect any facts or circumstances that may hereafter come to our attention or any changes in law that may hereafter occur.

Very truly yours,

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APPENDIX E

ESTIMATED DEBT SERVICE REQUIREMENTS OF THE TURNPIKE REVENUE BONDS¹

Fiscal Year Ending May 31	Existing Debt Service on Senior Indenture Bonds ^{2,3}	2009A Bonds			Aggregate Senior Indenture Debt Service
		Principal	Interest ^{4,5}	Total	
2010	\$148,083,230	-	\$6,995,313	\$6,995,313	\$155,078,543
2011	148,141,933	-	16,788,750	16,788,750	164,930,683
2012	148,070,600	-	16,788,750	16,788,750	164,859,350
2013	148,158,397	-	16,788,750	16,788,750	164,947,147
2014	148,286,877	-	16,788,750	16,788,750	165,075,627
2015	149,808,684	-	16,788,750	16,788,750	166,597,434
2016	150,020,704	-	16,788,750	16,788,750	166,809,454
2017	146,489,372	-	16,788,750	16,788,750	163,278,122
2018	146,747,317	-	16,788,750	16,788,750	163,536,067
2019	119,343,293	-	16,788,750	16,788,750	136,132,043
2020	119,484,941	-	16,788,750	16,788,750	136,273,691
2021	119,621,301	-	16,788,750	16,788,750	136,410,051
2022	119,731,126	-	16,788,750	16,788,750	136,519,876
2023	118,907,155	-	16,788,750	16,788,750	135,695,905
2024	119,518,758	-	16,788,750	16,788,750	136,307,508
2025	119,563,140	-	16,788,750	16,788,750	136,351,890
2026	119,632,226	-	16,788,750	16,788,750	136,420,976
2027	119,694,771	-	16,788,750	16,788,750	136,483,521
2028	110,518,928	-	16,788,750	16,788,750	127,307,678
2029	110,704,889	-	16,788,750	16,788,750	127,493,639
2030	110,864,232	-	16,788,750	16,788,750	127,652,982
2031	110,986,677	-	16,788,750	16,788,750	127,775,427
2032	111,119,544	-	16,788,750	16,788,750	127,908,294
2033	111,162,289	-	16,788,750	16,788,750	127,951,039
2034	111,227,021	-	16,788,750	16,788,750	128,015,771
2035	111,287,086	-	16,788,750	16,788,750	128,075,836
2036	41,159,697	67,245,000	16,788,750	84,033,750	125,193,447
2037	47,623,232	63,465,000	12,683,443	76,148,443	123,771,675
2038	61,479,256	52,140,000	8,808,905	60,948,905	122,428,161
2039	61,553,075	54,150,000	5,625,758	59,775,758	121,328,833
2040	-	38,000,000	2,319,900	40,319,900	40,319,900
TOTAL	\$3,508,989,751	\$275,000,000	\$472,940,817	\$747,940,817	\$4,256,930,568

(1) Does not include debt service on Subordinate Bonds issued under the Subordinate Indenture.

(2) All variable rate debt, unless subject to an interest rate swap agreement, is shown at an assumed rate of 4.0%. All variable rate debt which is swapped to a fixed rate is shown at the fixed swap rate.

(3) Does not include debt service on the \$531,855,000 Turnpike Bond Anticipation Notes, Series 2007 which are to be redeemed on or before their maturity date of October 15, 2009 from the proceeds of bonds expected to be issued under the Subordinate Indenture.

(4) Interest net of capitalized interest and does not reflect any expected earnings credited against debt service.

(5) Interest does not reflect anticipated receipt of Federal Subsidy.

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APPENDIX F
TRAFFIC AND REVENUE STUDY

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January 6, 2009

Mr. Tim Scanlon, P.E.
Project Director
Pennsylvania Turnpike Commission
P.O. Box 67676
Harrisburg, PA 17106-7676

Re: Pennsylvania Turnpike 2009 Traffic and Revenue Update Study

Dear Mr. Scanlon:

This letter report summarizes Wilbur Smith Associates' (WSA) work related to updated traffic and revenue projections for the various toll facilities that make up the Pennsylvania Turnpike System (the Turnpike). In addition to considering normal growth forecasts for the Turnpike, this study also analyzes the estimated impacts of various future toll rate increases proposed, or recently implemented, by the Pennsylvania Turnpike Commission (PTC). A 25 percent rate increase was implemented on January 4, 2009; beyond this, three percent annual inflationary adjustments are to be assumed thereafter on or about each January 1st. All of these have been incorporated into the forecasts developed in this report.

The last study conducted by WSA for the PTC was in May 2004. That study was in anticipation of the toll increase which took place on August 1, 2004. Updated traffic modeling and actual experience from the 2004 toll increase were used to estimate likely impacts resulting from the upcoming rate adjustments. Though the 25 percent increase took effect on January 4, 2009, not enough information is available yet to estimate its impact on traffic and toll revenue. In addition, this analysis has taken into account a detailed review of Turnpike traffic trends, trends and forecasts of socioeconomic data, as well as an assessment of the near term impacts of the current economic recession. Traffic and revenue forecasts were developed through 2030. Estimates were developed for cars and trucks separately and for the ticket system and the various barrier toll systems that make up the entire Pennsylvania Turnpike System. Actual Turnpike experience through November 2008 has been incorporated into this study.

Only currently funded Turnpike capital projects are assumed in this study. Several major potential improvements are under study, but not included here. No revenue forecasts have been included in this analysis regarding conversion of the east end of the Turnpike to a barrier system or the potential future direct connection between the Turnpike and Interstate 95 in Philadelphia. Both of these would likely have significant positive revenue impacts should they be implemented. Likewise, full build-out of the

Albany NY, Anaheim CA, Atlanta GA, Baltimore MD, Bangkok Thailand, Burlington VT, Charleston SC, Charleston WV, Chicago IL, Cincinnati OH, Cleveland OH, Columbia SC, Columbus OH, Dallas TX, Dubai UAE, Falls Church VA, Greenville SC, Hong Kong, Houston TX, Iselin NJ, Kansas City MO, Knoxville TN, Lansing MI, Lexington KY, London UK, Milwaukee WI, Mumbai India, Myrtle Beach SC, New Haven CT, Orlando FL, Philadelphia PA, Pittsburgh PA, Portland ME, Poughkeepsie NY, Raleigh NC, Richmond VA, Salt Lake City UT, San Francisco CA, Tallahassee FL, Tampa FL, Tempe AZ, Trenton NJ, Washington DC

Southern Beltway is not assumed in this study. Only the existing portion and that currently under construction are considered for revenue purposes here. Finally, no additional sections of the Mon Fayette Expressway (PA 43), beyond that already under construction, is assumed in the traffic and revenue projections.

TURNPIKE TRAFFIC AND REVENUE TRENDS

Figure 1 provides an overview of the Turnpike. By far, the greatest proportion of traffic and toll revenue is generated on the I-76/276 East-West section (from Interchange 2 near the Ohio border to Interchange 359 near the New Jersey border) and the Northeastern Extension (from Interchange 20 to Interchange 131). Toll collection on the majority of these two sections is based on a ticket system. The exceptions to this are for Gateway barrier plaza at Interchange 2 and the two northernmost tolling locations on the Northeastern Extension, which are also barrier plazas (Interchanges 122 and 131, in Figure 1).

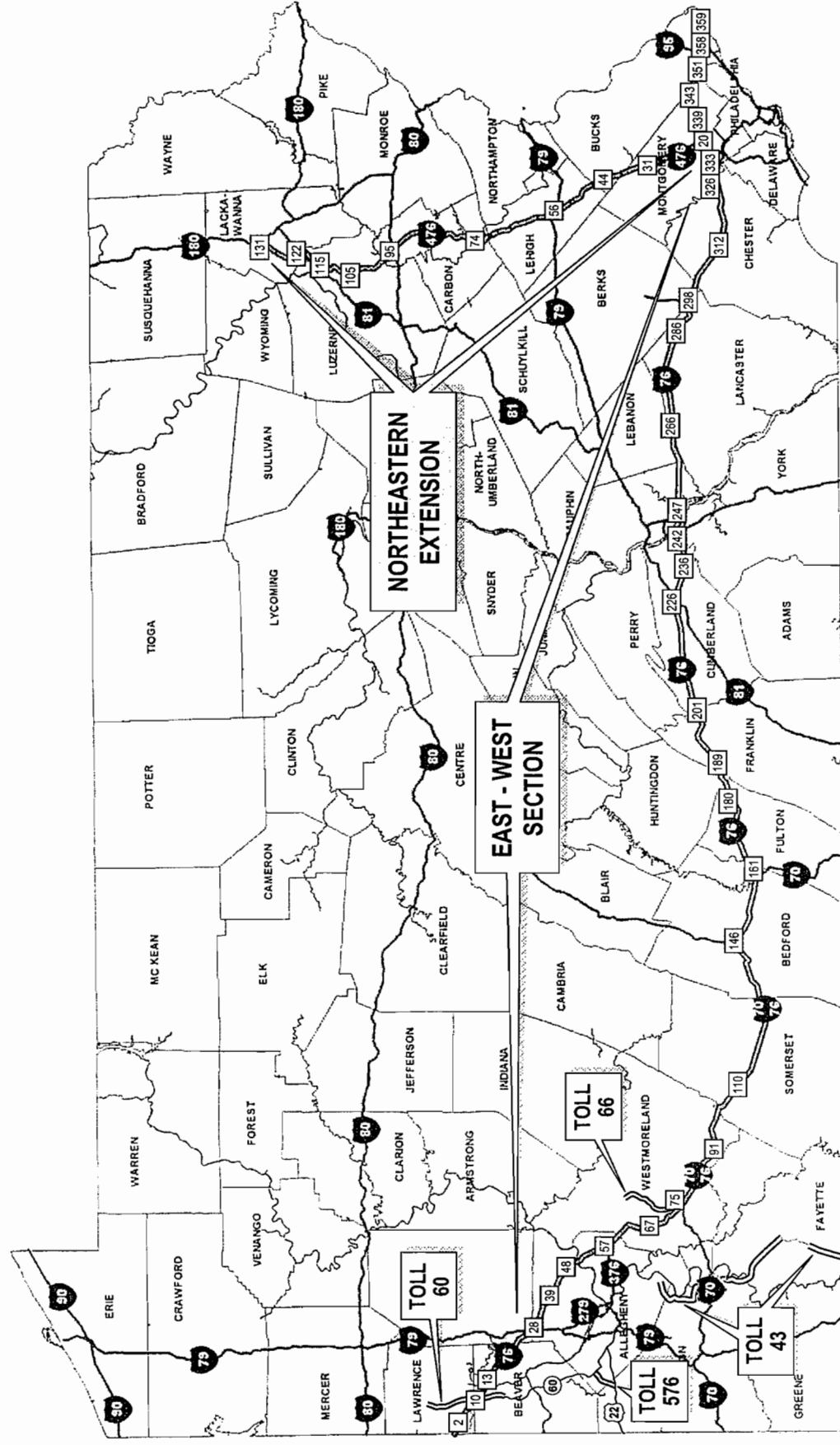
All remaining tolls are collected at fixed barrier locations, though these account for less than 5 percent of total Systemwide toll revenue. In addition to the three barrier locations mentioned above, additional barrier systems include the PA 43, PA 60, PA 66 and PA 576 systems. These are identified in Figure 1.

TICKET SYSTEM TRAFFIC TRENDS BETWEEN 1987 AND 2007

Table 1 identifies average annual daily traffic trends for each of the ticket system locations between 1987 and 2007. Gateway barrier plaza (Interchange 2) is also shown in this table. More recent trends will be discussed in Table 3. Please note that in 2003 the west end of the system converted from a ticket system to a barrier system. Thus, volumes shown at Gateway are not comparable between 2002 and 2003. Also at this time, exit toll plazas were removed from Interchanges 10, 13 and 28 as the new endpoint of the ticket system (identified in this table as Interchange 30) was shifted to between Interchanges 28 and 39. Also as footnoted in Table 1, two-way toll collection was replaced by one-way toll collection at Gateway in 2006. Traffic values in Table 1 were doubled from that point forward to simulate total two-way traffic volumes in order to be comparable to historical trends.

Passenger car trends are shown in the upper portion of Table 1. Average annual percent changes (AAPC) are shown for various periods. Relatively strong growth was exhibited for the 1987-1993 and 1994-2002 periods (3.7 and 3.4 AAPC, respectively). Growth between 2003 and 2007 averaged only 0.7 percent per year for passenger cars. Low to negative growth was experienced over much of the western half of the tickets system, and low, positive growth was experienced on the eastern section and Northeastern Extension. Average annual passenger car growth on the ticket system has been 3.3 percent over the 20 years of historical trends shown in Table 1.

The second portion of Table 1 shows commercial vehicle historical traffic trends on the ticket system. Over the entire 20 year period, commercial vehicles have grown at an average annual rate very similar to that for passenger cars (3.5 percent for commercial vehicles versus 3.3 percent for passenger cars). But it is interesting to note that commercial vehicle growth was quite low (1.5 percent per annum) during the earliest period shown between 1987 and 1993. On the other hand, commercial vehicle growth was considerably higher than that for passenger cars for the more recent period between 2003 and 2007 (3.4 AAPC for commercial vehicles versus 0.7 AAPC for passenger cars).



STUDY AREA LOCATION MAP

Table 1
Summary of Annual Ticket System and Gateway Average Daily Toll Transaction Trends
Pennsylvania Turnpike System

Calendar Year	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th	12 th	13 th	14 th	15 th	16 th	17 th	18 th	19 th	20 th	21 st	22 nd	23 rd	24 th	25 th	26 th	27 th	28 th	29 th	30 th	31 st	Total	
1987 ⁽¹⁾	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	5,757	176,809	
1988 ⁽²⁾	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	6,092	188,989	
1989 ⁽³⁾	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	6,406	202,574	
1990 ⁽⁴⁾	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	6,812	218,574	
1991 ⁽⁵⁾	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	7,141	236,574	
1992 ⁽⁶⁾	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	7,519	256,574	
1993 ⁽⁷⁾	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	7,944	281,574	
1994 ⁽⁸⁾	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	8,411	308,574	
1995 ⁽⁹⁾	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	8,944	338,574	
1996 ⁽¹⁰⁾	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	9,544	374,574	
1997 ⁽¹¹⁾	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	10,211	414,574	
1998 ⁽¹²⁾	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	10,944	454,574	
1999 ⁽¹³⁾	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	11,744	504,574	
2000 ⁽¹⁴⁾	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	12,644	564,574	
2001 ⁽¹⁵⁾	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	13,644	634,574	
2002 ⁽¹⁶⁾	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	14,844	714,574	
2003 ⁽¹⁷⁾	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	16,244	814,574	
2004 ⁽¹⁸⁾	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	17,844	924,574	
2005 ⁽¹⁹⁾	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	19,444	1,044,574	
2006 ⁽²⁰⁾	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	21,244	1,184,574
2007 ⁽²¹⁾	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	23,244	1,344,574

Calendar Year	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th	12 th	13 th	14 th	15 th	16 th	17 th	18 th	19 th	20 th	21 st	22 nd	23 rd	24 th	25 th	26 th	27 th	28 th	29 th	30 th	31 st	Total						
1987 ⁽¹⁾	352	767	1,871	641	3,008	186	605	609	1,021	110	89	97	2,083	266	401	989	208	601	517	616	2,227	1,020	768	1,101	2,094	932	2,283	547	397	1,103	266	65	441	32,808			
1988 ⁽²⁾	432	881	1,334	619	3,307	191	683	612	1,019	111	107	2,328	241	945	371	698	1,128	241	945	371	765	2,235	1,097	877	1,282	2,022	2,884	630	443	1,103	235	440	37,173				
1989 ⁽³⁾	430	880	1,334	618	3,307	191	683	612	1,019	111	107	2,328	241	945	371	698	1,128	241	945	371	765	2,235	1,097	877	1,282	2,022	2,884	630	443	1,103	235	440	37,173				
1990 ⁽⁴⁾	404	1,385	389	860	1,314	664	3,252	207	676	636	1,084	107	55	112	2,340	385	520	1,143	305	520	1,475	2,530	1,144	891	1,258	2,392	951	261	604	382	1,185	241	426	94	465	34,474	
1991 ⁽⁵⁾	345	1,355	388	568	1,321	664	3,252	207	676	636	1,084	107	55	112	2,340	385	520	1,143	305	520	1,475	2,530	1,144	891	1,258	2,392	951	261	604	382	1,185	241	426	94	465	34,474	
1992 ⁽⁶⁾	345	1,355	388	568	1,321	664	3,252	207	676	636	1,084	107	55	112	2,340	385	520	1,143	305	520	1,475	2,530	1,144	891	1,258	2,392	951	261	604	382	1,185	241	426	94	465	34,474	
1993 ⁽⁷⁾	391	699	1,204	665	1,166	1,018	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	
1994 ⁽⁸⁾	234	225	1,334	665	1,166	1,018	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166	1,166		
1995 ⁽⁹⁾	244	241	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	
1996 ⁽¹⁰⁾	244	241	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	1,392	641	
1997 ⁽¹¹⁾	284	1,433	281	785	1,433	281	785	1,433	281	785	1,433	281	785	1,433	281	785	1,433	281	785	1,433	281	785	1,433	281	785	1,433	281	785	1,433	281	785	1,433	281	785	1,433	281	785
1998 ⁽¹²⁾	246	302	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	
1999 ⁽¹³⁾	246	302	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,502	437	1,5												

(1) A toll increase of 40% was implemented on January 1, 1987.
(2) A toll increase of 40% was implemented on January 1, 1987.
(3) A toll increase of 40% was implemented on January 1, 1987.
(4) Several changes have occurred at Gateway Plaza during this time period. It was converted from the western terminus of the ticket system to a barrier plaza on June 1, 2003. At this time toll classifications were switched from weight based to axle based. On January 2, 2008, toll collection at the barrier location was converted from two-way to one-way collection.
(5) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.
(6) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.
(7) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.
(8) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.
(9) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.
(10) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.
(11) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.
(12) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.
(13) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.
(14) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.
(15) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.
(16) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.
(17) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.
(18) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.
(19) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.
(20) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.
(21) Once Gateway was converted to a barrier plaza, interchange 30, Warminster, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from interchanges 10, 13 and 26 at this time.

Total vehicle traffic trends are shown in the lower portion of Table 1. Because passenger cars make up about 85 percent of total ticket system toll transactions, the trends and growth rates for total vehicles closely mirror those for passenger cars. It should also be noted that three toll increases have occurred over the time frame shown in Table 1. Rate increases were implemented in 1987, 1991 and 2004. These would have had some negative impact on traffic levels and this will be discussed in more detail below.

BARRIER SYSTEM TRAFFIC TRENDS BETWEEN 1994 AND 2007

Table 2 identifies average annual daily traffic trends for each of the Turnpike barrier systems. As mentioned above, these contribute relatively little to overall traffic and revenue (about 15 percent of traffic and 5 percent of revenue), but, as shown in Table 2, they have been growing at a slightly greater level than the ticket system. The higher growth in these corridors is likely related to the fact that they are newer facilities than the ticket system, and that the potential for “induced” and “ramp-up” growth is greater. These facilities tend to be on the fringe of urban areas and are benefiting from the increasing spread of development into their corridors.

Table 2
Barrier System: Average Daily Transactions by Interchange
Pennsylvania Turnpike

Passenger Cars																												
Northeastern Facilities				Toll 60 ⁽¹⁾						Toll 66 ⁽²⁾						Mon Fayette						Southern Beltway				Total		
Calendar Year	Kesler Ave.	Clarks Summit	Subtotal	South Falls Rte 551	Beaver Rte 166	Moravia Rte 108	North Rte 108	MI Jackson Rte 108	Subtotal	Rte 136	Mainline	Route 30	Route 13C	Route 66	Subtotal	Ramp M4	M5	California	Ramp M39	Ramp M44	Ramp M48	M52	Subtotal	Route 30	Bald Knob Rd	Route 22	Subtotal	Barrier Facilities
1994	0	2,831	2,831	6,965	271	481	3,915	720	12,352	295	5,754	1,641	822	413	8,925			5,436					5,436					29,544
1995	4,803	5,177	9,980	7,268	319	520	4,130	826	13,063	303	6,411	1,977	873	459	10,023			5,942					5,942					39,008
1996	6,491	6,814	13,305	7,897	334	546	4,614	1,097	14,488	366	7,259	2,191	1,017	501	11,334			6,714					6,714					45,841
1997	6,941	7,281	14,222	8,407	336	579	4,964	1,211	15,497	413	8,081	2,471	1,190	523	12,678			7,314					7,314					49,711
1998	6,461	6,769	13,230	8,724	359	613	5,192	1,313	16,201	437	8,911	3,020	1,123	527	14,018			6,643					6,643					50,992
1999	5,686	5,844	11,530	8,798	370	610	5,298	1,385	16,461	469	8,850	3,105	966	458	13,848			7,312					7,312					49,151
2000	5,527	5,642	11,169	9,008	382	619	5,481	1,454	16,944	478	9,283	3,300	893	455	14,499			8,274					8,274					50,886
2001	5,622	5,847	11,469	9,390	399	682	5,866	1,606	17,943	518	9,613	3,751	1,001	516	15,399	29	1,659	8,437	954				11,050					55,861
2002 ⁽³⁾	5,948	6,169	12,117	9,586			6,021		15,607		10,044				10,044	29	1,726	5,582	1,360				8,669					46,437
2003	6,274	6,492	12,766	9,782			6,176		15,958		10,476				10,476	30	1,794	2,728	1,766				5,689					51,205
2004 ⁽⁴⁾	6,719	6,747	13,466	9,821			6,385		16,206		10,858				10,858	29	1,884	9,365	906	736	2,543	6,326	21,789					62,320
2005	6,489	6,519	13,008	9,896			6,812		16,708		11,123				11,123	26	1,973	9,366	868	720	2,790	6,746	22,489					63,328
2006	6,573	6,545	13,117	9,854			7,047		16,901	217	12,053	861	226	117	13,473	32	2,060	9,754	963	758	2,936	7,099	23,602	80	59	533	671	67,765
2007	6,736	6,740	13,476	10,334	434	756	7,524	1,277	20,326	597	12,308	2,889	1,260	580	17,633	39	2,151	10,224	1,030	745	3,213	7,179	24,581	166	283	2,914	3,363	79,379
Average Annual Percent Change																												
1994 ⁽⁵⁾ - 00	2.8	1.7	2.3	4.4	5.9	4.3	5.8	12.4	5.4	8.4	8.3	12.9	1.4	1.5	8.4	NA	NA	7.3	NA	NA	NA	NA	7.3	NA	NA	NA	NA	9.5
2000 - 07	2.9	2.6	2.7	2.0	1.9	2.9	4.6	(1.8)	2.6	3.2	4.1	(2.3)	5.0	3.5	2.8	NA	NA	3.1	NA	NA	NA	NA	16.8	NA	NA	NA	NA	6.6
1994 ⁽⁵⁾ - 07	2.9	2.2	2.5	3.1	3.7	3.5	5.2	4.5	3.9	5.6	6.0	4.4	3.3	2.6	5.4	NA	NA	5.0	NA	NA	NA	NA	12.3	NA	NA	NA	NA	7.9

Commercial Vehicles																												
Northeastern Facilities				Toll 60 ⁽¹⁾						Toll 66 ⁽²⁾						Mon Fayette						Southern Beltway				Total		
Calendar Year	Kesler Ave.	Clarks Summit	Subtotal	South Falls Rte 551	Beaver Rte 166	Moravia Rte 108	North Rte 108	MI Jackson Rte 108	Subtotal	Rte 136	Mainline	Route 30	Route 13C	Route 66	Subtotal	Ramp M4	M5	California	Ramp M39	Ramp M44	Ramp M48	M52	Subtotal	Route 30	Bald Knob Rd	Route 22	Subtotal	Barrier Facilities
1994	0	480	480	719	35	36	409	53	1,252	134	908	141	56	66	1,305	0	0	227	0				227					3,264
1995	782	941	1,723	819	34	60	491	50	1,454	159	1,024	157	29	27	1,396	0	0	248	0				248					4,821
1996	1,113	1,272	2,385	986	39	72	614	85	1,796	169	1,215	172	30	30	1,616	0	0	280	0				280					6,077
1997	1,163	1,349	2,512	1,110	44	93	681	101	2,029	222	1,457	225	35	35	1,974	0	0	305	0				305					6,820
1998	1,038	1,255	2,293	1,147	45	91	725	109	2,117	196	1,518	256	38	32	2,040	0	0	277	0				277					6,727
1999	936	1,125	2,061	1,263	52	85	793	118	2,311	230	1,552	268	50	29	2,129	0	0	305	0				305					6,806
2000	919	1,118	2,037	1,301	51	93	863	138	2,446	241	1,729	296	67	27	2,360	0	0	345	0				345					7,188
2001	892	1,142	2,034	1,359	65	144	874	141	2,583	232	1,673	345	75	28	2,353	2	119	352	30				501					7,471
2002 ⁽³⁾	905	1,049	1,954	1,332			872		2,204		1,743				1,743	2	135	218	41				395					6,296
2003	918	957	1,875	1,304			870		2,174		1,813				1,813	1	151	84	52				92					6,244
2004 ⁽⁴⁾	938	931	1,869	1,328			911		2,239		1,818				1,818	1	135	314	23	37	107	107	724					6,650
2005	1,092	1,038	2,130	1,353			915		2,268		1,872				1,872	1	136	303	23	34	82	118	697					6,967
2006	1,227	1,112	2,339	1,311			998		2,309	126	1,935	142	17	5	2,226	1	150	321	26	42	59	108	707	2	1	24	28	7,608
2007	1,408	1,162	2,570	1,490	36	96	1,133	98	2,854	211	2,070	290	38	15	2,623	1	140	384	32	46	65	111	779	18	20	210	248	9,074
Average Annual Percent Change																												
1994 ⁽⁵⁾ - 00	3.3	3.5	3.4	10.4	6.5	17.1	13.3	17.3	11.8	10.3	11.3	13.2	3.0	(13.8)	10.4	NA	NA	7.2	NA	NA	NA	NA	7.2	NA	NA	NA	NA	14.1
2000 - 07	6.3	0.6	3.4	2.0	(4.7)	0.5	4.0	(4.8)	2.2	(1.9)	2.6	(0.3)	(7.9)	(7.7)	1.5	NA	NA	1.5	NA	NA	NA	NA	12.3	NA	NA	NA	NA	8.2
1994 ⁽⁵⁾ - 07	5.0	1.8	3.4	5.8	0.3	7.9	8.2	4.8	6.5	3.5	6.5	5.7	(3.0)	(10.6)	5.5	NA	NA	4.1	NA	NA	NA	NA	10.0	NA	NA	NA	NA	8.2

Total Vehicles																												
Northeastern Facilities				Toll 60 ⁽¹⁾						Toll 66 ⁽²⁾						Mon Fayette						Southern Beltway				Total		
Calendar Year	Kesler Ave.	Clarks Summit	Subtotal	South Falls Rte 551	Beaver Rte 166	Moravia Rte 108	North Rte 108	MI Jackson Rte 108	Subtotal	Rte 136	Mainline	Route 30	Route 13C	Route 66	Subtotal	Ramp M4	M5	California	Ramp M39	Ramp M44	Ramp M48	M52	Subtotal	Route 30	Bald Knob Rd	Route 22	Subtotal	Barrier Facilities
1994	0	3,311	3,311	7,684	306	517	4,324	773	13,604	429	6,662	1,782	878	479	10,230	0	0	5,663	0	0	0	0	5,663	0	0	0	0	32,808
1995	5,585	6,118	11,703	8,087	353	580	4,621	876	14,517	462	7,435	2,134	902	486	11,419	0	0	6,190	0	0	0	0	6,190	0	0	0	0	43,829
1996	7,604	8,086	15,690	8,803	373	618	5,228	1,182	16,284	535	8,474	2,363	1,047	531	12,950	0	0	6,994	0	0	0	0	6,994	0	0	0	0	51,918
1997	8,104	8,630	16,734	9,517	380	672	5,645	1,312	17,526	635	9,538	2,696	1,225	558	14,652	0	0	7,619	0	0	0	0	7,619	0	0	0	0	56,531
1998	7,499	8,024	15,523	9,871	404	704	5,917	1,422	18,318	633	10,429	3,276	1,161	559	16,058	0	0	6,920	0	0	0	0	6,920	0	0	0	0	56,819
1999	6,622	6,969	13,591	10,061	422	695	6,091	1,503	18,772	699	10,402	3,373	1,016	487	15,977	0	0	7,617	0	0	0	0	7,617	0	0	0	0	55,957
2000	6,446	6,760	13,206	10,369	433	712	6,344	1,592	19,390	719	11,012	3,686	960	482	16,859	0	0	8,619	0	0	0	0	8,619	0	0	0	0	58,074
2001	6,514	6,989	13,503	10,949	464	826	6,740	1,747	20,526	750	11,286	4,096	1,076	544	17,752	31	1,778	8,789	984	0	0	0	11,582	0	0	0	0	63,363
2002 ⁽³⁾	6,853	7,219	14,072	10,173			0	6,893	0	17,811	0	11,787	0	0	11,787	31	1,862	5,800	1,401	0	0	0	9,063	0	0	0	0	52,733
2003	7,192	7,449	14,641	11,086			0	7,046	0	18,132	0	12,268	0	0	12,268	31	1,945	2,812	1,819	0	0	0	5,781	12,387	0	0	0	57,448
2004 ⁽⁴⁾	7,657	7,676	15,335	11,989			0	7,236	0	18,445	0	12,670	0	0	12,670	29	2,020	9,984	929	773	2,849	6,433	22,509	0	0	0	0	58,570
2005	7,581	7,557	15,138	11,499			0	7,727	0	18,976	0	12,995	0	0	12,995	28	2,110	9,669	891	753	2,872	6,863	25,196	0	0	0	0	70,295
2006	7,800	7,656	15,456	11,165	0	0	8,044	0	19,210	343	13,988	1,003	243	122	15,699	33	2,210	10,075	989	799	2,995	7,208	24,309	82	60	557	699	75,373
2007	8,144	7,903	16,047	11,824	471	653	8,658	1,375	23,180	808	14,376	3,178	1,298	595	20,256	40	2,292	10,608	1,062	792	3,277	7,289	25,360	184	303	3,124	3,611	88,453
Average Annual Percent Change																												
1994 ⁽⁵⁾ - 00	2.9	2.0	2.4	5.0	6.0	5.5	6.6	12.8	6.1	9.0	8.7	12.9	1.5	0.1	8.7	NA	NA											

RECENT MONTHLY TRAFFIC AND REVENUE TRENDS

Table 3 provides monthly traffic volumes on all facilities for FY 2005-06 through mid FY 2008-09. Information is also provided for passenger cars and commercial vehicles separately. Similar to the longer term historical trends shown in Tables 1 and 2, the ticket system has exhibited much lower growth compared to the barrier locations. The effect of the current negative economic climate is evident in the most current monthly traffic trends. As shown, total ticket system transactions have been trending negative for some time and are currently lower by 2.7 percent for the first half of FY 2008-09. Though more positive, the contribution of the barrier locations still results in a total Turnpike traffic loss of 1.8 percent for the first half of FY 2008-09. A review of other toll facilities in the area has shown the same trends.

It should be pointed out that the impact on commercial vehicles was especially negative in November 2008. Total commercial traffic declined by 12.3 percent in November 2008 compared to November 2007. Part of this decline is real and part due to the fact that November 2008 had two more weekend days than November 2007. Commercial traffic is typically much lower on weekend days and this likely contributed to the especially large negative growth in the most recent month.

Monthly gross toll revenue trends over the same time period are shown in Table 4 for each toll facility. The same general trends are seen here as exhibited in the transaction trends. Because of the higher average commercial vehicle toll rates, however, the effect of larger negative commercial vehicle growth has a bigger impact on total revenue growth. Thus, while total ticket system transactions were down by 2.7 percent in the first half of FY 2008-09, revenue growth is down by 5.2 percent over the same period.

On a total Systemwide basis, gross toll revenue grew by 1.7 percent between FY 2005-06 and FY 2006-07. Growth amounted to only 0.2 percent between FY 2006-07 and FY 2007-08. In the most recent six month period (June through November) revenue growth has continued to decrease and amounted to a decrease of 4.8 percent over the same period in the last fiscal year.

Table 3
Pennsylvania Turnpike Monthly Traffic Volume Trends By Facility and Vehicle Class
Volumes in Thousands

Ticket System (Including Gateway Barrier Plaza)																					
Passenger Cars							Commercial Vehicles					Total Vehicles									
Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09
June	12,486	(5.7)	11,769	1.9	11,992	(3.6)	11,561	2,103	(4.5)	2,009	(0.9)	1,991	(4.8)	1,895	14,589	(5.6)	13,778	1.5	13,983	(3.8)	13,456
July	12,805	(6.5)	11,979	1.8	12,197	(0.8)	12,100	1,969	(4.9)	1,872	3.4	1,936	0.6	1,947	14,774	(6.2)	13,851	2.0	14,133	(0.6)	14,047
August	12,668	(4.1)	12,345	3.1	12,731	(1.8)	12,502	2,133	(2.4)	2,081	(0.1)	2,079	(8.5)	1,902	15,001	(3.8)	14,426	2.7	14,810	(2.7)	14,404
September	11,401	(1.3)	11,253	1.6	11,431	(3.6)	11,014	2,004	(5.9)	1,886	(2.1)	1,847	(0.6)	1,835	13,405	(2.0)	13,139	1.1	13,278	(3.2)	12,849
October	11,702	0.5	11,762	2.0	12,002	(1.3)	11,843	2,005	(1.2)	1,980	3.3	2,045	(6.5)	1,912	13,707	0.3	13,742	2.2	14,074	(2.1)	13,755
November	11,418	(1.4)	11,262	(0.2)	11,236	(2.8)	10,927	1,887	(3.8)	1,816	(0.7)	1,803	(13.4)	1,562	13,305	(0.7)	13,078	(0.3)	13,039	(4.2)	12,489
December	11,073	0.2	11,096	(4.6)	10,585			1,786	(5.8)	1,683	(4.4)	1,626			12,859	(0.6)	12,779	(4.4)	12,211		
January	10,348	(0.1)	10,336	0.1	10,347			1,670	5.3	1,759	(0.8)	1,745			12,016	0.5	12,095	0.7	12,092		
February	9,559	(3.8)	9,200	5.6	9,718			1,572	2.4	1,609	0.9	1,624			11,131	(2.9)	10,809	4.9	11,342		
March	11,226	(2.7)	10,925	1.4	11,077			1,885	(2.2)	1,843	(5.2)	1,747			13,111	(2.6)	12,768	0.4	12,824		
April	11,063	(0.4)	11,022	0.5	11,078			1,783	2.0	1,818	4.3	1,897			12,846	(0.0)	12,840	1.1	12,975		
May	11,625	1.6	11,816	(1.6)	11,625			1,989	2.5	2,038	(6.1)	1,913			13,614	1.8	13,854	(2.3)	13,538		
Total Year	137,574	2.0	134,765	0.9	136,019			22,786	(1.7)	22,394	(0.6)	22,253			160,380	(2.0)	157,159	0.7	158,272		
June-Nov	72,680	(3.2)	70,370	1.7	71,589	(2.3)	69,947	12,101	(3.8)	11,644	0.5	11,701	(5.5)	11,053	84,781	(3.3)	82,014	1.6	83,290	(2.7)	81,000

PA 43 (Mon Fayette Expressway)																					
Passenger Cars							Commercial Vehicles					Total Vehicles									
Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09
June	666	1.2	674	5.6	712	1.5	723	23	4.3	24	12.5	27	22.2	33	689	1.3	698	5.9	739	2.3	756
July	671	3.3	693	4.2	722	4.6	755	22	4.5	23	21.7	28	28.6	36	693	3.3	716	4.7	750	5.5	791
August	710	6.1	753	4.5	787	3.7	816	24	0.0	24	20.8	29	24.1	36	734	5.9	777	5.0	815	4.4	852
September	717	6.1	761	2.5	780	4.0	811	21	4.8	22	9.1	24	37.5	33	738	6.1	783	2.7	804	5.0	844
October	736	7.6	792	3.4	819	7.4	880	20	20.0	24	12.5	27	29.6	35	756	7.9	816	3.7	846	8.2	915
November	681	6.0	722	1.8	735	11.8	822	18	11.1	20	10.0	22	45.5	32	699	6.2	742	2.0	757	12.8	854
December	664	6.8	709	(2.4)	692			16	6.3	17	0.0	17			680	6.8	726	(2.3)	709		
January	628	4.6	657	3.3	679			15	6.7	16	18.8	19			643	4.7	673	3.7	698		
February	613	0.7	617	9.6	676			14	21.4	17	17.6	20			627	1.1	634	9.8	696		
March	692	4.9	726	(1.5)	715			19	5.3	20	5.0	21			711	4.9	746	(1.3)	783		
April	695	3.7	721	5.1	758			20	0.0	20	25.0	25			715	3.8	741	5.7	766		
May	696	7.8	750	(0.1)	749			22	9.1	24	20.6	29			718	7.8	774	0.5	778		
Total Year	8,169	5.0	8,575	2.9	8,824			234	7.3	251	14.7	288			8,403	5.0	8,826	3.2	9,112		
June-Nov	4,181	5.1	4,395	3.6	4,555	5.5	4,807	128	7.0	137	14.6	157	30.6	205	4,309	5.2	4,532	4.0	4,712	6.4	5,012

PA 66																					
Passenger Cars							Commercial Vehicles					Total Vehicles									
Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09
June	358	8.1	387	38.0	538	10.8	596	64	15.6	74	17.6	87	(1.1)	86	422	9.2	461	35.6	625	9.1	682
July	358	23.7	443	23.5	547	12.8	617	61	29.5	79	10.1	87	3.4	90	419	24.6	522	21.5	634	11.5	707
August	364	33.5	466	18.7	577	11.3	642	65	36.9	89	2.2	91	(3.3)	88	429	34.0	575	16.2	668	9.3	730
September	340	37.9	469	20.5	565	7.4	607	64	21.9	78	6.4	83	6.0	88	404	35.4	547	18.5	648	7.3	695
October	345	42.6	492	30.1	640	0.0	640	60	40.0	84	14.3	96	(7.3)	89	405	42.2	576	27.8	736	(1.0)	729
November	326	41.4	461	27.3	587	(0.7)	583	57	38.5	72	6.9	77	(9.1)	70	371	41.0	506	24.6	642	(1.7)	653
December	320	43.1	458	26.4	579			45	35.6	61	3.3	63			385	42.2	519	23.7	692		
January	303	38.0	418	29.7	542			46	39.1	64	9.4	70			349	38.1	482	27.0	612		
February	288	28.8	371	39.1	516			43	27.9	55	21.8	67			331	28.7	426	36.9	583		
March	341	35.8	463	23.8	573			55	29.1	71	1.4	72			396	34.8	534	20.8	645		
April	352	35.8	478	24.3	594			56	32.1	74	12.2	83			408	35.3	552	22.6	677		
May	361	51.5	547	11.7	611			61	45.9	89	(5.6)	84			422	50.7	636	9.3	695		
Total Year	4,056	34.9	5,473	25.5	6,869			672	32.4	890	7.9	960			4,728	34.6	6,363	23.0	7,829		
June-Nov	2,091	30.9	2,738	26.2	3,454	6.7	3,685	366	30.1	476	9.5	521	(1.9)	511	2,457	30.8	3,214	23.7	3,975	5.6	4,196

Northeast Extension Barrier Plazas Only																					
Passenger Cars							Commercial Vehicles					Total Vehicles									
Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09
June	430	(3.7)	414	3.6	429	1.4	435	71	7.0	76	5.3	80	(2.5)	78	501	(2.2)	490	3.9	509	0.8	513
July	524	(3.8)	504	1.4	511	1.2	517	71	8.5	77	3.9	80	3.8	83	595	(2.4)	581	1.7	591	1.5	600
August	507	0.2	508	8.7	552	3.3	570	76	7.9	82	7.3	88	(6.8)	82	583	1.2	590	8.5	640	1.9	652
September	390	6.4	415	2.9	427	(6.1)	401	70	10.0	77	2.6	79	1.3	80	460	7.0	492	2.8	506	(4.9)	481
October	392	11.0	435	(3.4)	420	2.6	431	68	16.2	79	1.3	80	(2.5)	78	460	11.7	514	(2.7)	500	1.8	509
November	380	7.6	409	(4.4)	391	0.8	394	64	9.4	70	(5.7)	66	(7.6)	61	444	7.9	479	(4.6)	457	(0.4)	455
December	337	8.9	367	(9.5)	332			58	6.9	62	(3.2)	60			395	8.6	429	(8.6)	392		
January	290	4.8	304	(2.3)	297			58	13.8	66	(1.5)	65			348	6.3	370	(2.2)	362		
February	283	(5.3)	268	6.7	286			56	16.1	65	(3.1)	63			338	(1.8)	339	4.8	418		
March	336	6.5	358	(0.8)	355			65	12.3	73	(11.0)	65			401	7.5	431	(2.6)	420		
April	383	5.5	404	(1.7)	397			64	17.2	75	4.0	78			447	7.2	479	(0.8)	475		
May	411	9.2	449	1.3	455			74	16.2	86	(3.5)	83			485	10.3	535	0.6	538		
Total Year	4,563	3.7	4,835	0.4	4,852			795	11.7	888	(0.1)	887			5,458	4.9	5,723	0.3	5,739		
June-Nov	2,623	2.4	2,685	1.7	2,730	0.7	2,748	420	9.8	461	2.6	473	(2.3)	462	3,043	3.4	3,146	1.8	3,203	0.2	3,210

PA 60																					
Passenger Cars							Commercial Vehicles					Total Vehicles									
Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09
June	553	(2.2)	541	22.9	665	(2.4)	649	78	2.6	80	25.0	100	(2.0)	98	631	(1.6)	621	23.2	765	(2.4)	747
July	587	(4.4)	561	23.7	694	0.3	696	75	(2.7)	73	26.0	92	12.0	103	662	(4.2)	643	24.0	786	1.7	799
August	575	(2.1)	563	26.5	712	(1.1)	704	79	3.8	82	20.7	99	3.0	102	654	(1.4)	645	25.7	811	(0.6)	806
September	507	2.0	517	25																	

Table 4
Pennsylvania Turnpike Monthly Gross Toll Revenue Trends By Facility and Vehicle Class
Revenue In Thousands

Ticket System (Including Gateway Barrier Plaza)																					
Passenger Cars								Commercial Vehicles							Total Vehicles						
Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09
June	\$28,374	(2.6)	\$27,631	3.7	\$28,665	(5.4)	\$27,110	\$24,105	3.5	\$24,945	(0.9)	\$24,714	(5.6)	\$23,324	\$52,479	0.2	\$52,576	1.5	\$53,379	(5.5)	\$50,434
July	30,961	(3.6)	29,860	0.3	29,935	(2.3)	29,244	22,468	1.6	22,823	6.1	24,208	(1.6)	23,824	\$53,429	(1.4)	\$52,683	2.8	54,143	(2.0)	\$53,068
August	30,410	(1.2)	30,032	5.4	31,655	(2.2)	30,972	24,617	4.2	25,642	1.6	26,055	(10.0)	23,439	\$55,027	1.2	\$55,674	3.7	57,710	(5.7)	\$54,411
September	25,146	3.2	25,960	1.0	26,218	(5.9)	24,682	23,181	2.0	23,655	0.3	23,716	(3.9)	22,787	48,327	2.7	49,615	0.6	49,934	(4.9)	47,469
October	26,278	1.3	26,628	(0.8)	26,410	0.3	26,482	24,005	3.9	24,930	3.6	25,828	(9.1)	23,477	50,283	2.5	51,558	1.3	52,238	(4.4)	49,959
November	25,590	1.8	26,055	(1.5)	25,673	(2.8)	24,956	22,450	1.8	22,647	0.1	22,865	(16.0)	19,202	48,040	1.8	48,902	(0.7)	48,538	(9.0)	44,158
December	24,088	4.5	25,160	(6.3)	23,564			21,840	(2.1)	21,378	(0.9)	21,193			45,528	1.3	46,538	(3.8)	44,757		
January	21,621	(0.9)	21,434	(1.2)	21,182			21,818	4.7	22,636	1.3	22,929			43,239	5.3	44,070	0.1	44,111		
February	19,904	(8.6)	18,197	8.2	19,687			20,479	9.9	22,507	(4.5)	21,504			40,383	0.8	40,704	1.2	41,191		
March	23,902	(1.6)	23,511	0.5	23,622			24,279	0.9	24,497	(4.7)	23,336			48,181	(0.4)	48,008	(2.2)	46,958		
April	21,726	3.4	22,486	6.7	23,981			26,057	(0.3)	25,983	(9.3)	23,568			47,783	1.4	48,449	(1.9)	47,549		
May	26,202	3.5	27,118	(1.5)	28,706			24,536	4.2	25,559	(7.7)	23,597			50,738	3.8	\$2,677	(4.5)	50,303		
Total Year	\$304,202	(0.0)	\$304,052	1.1	\$307,298			\$279,635	2.8	\$287,402	(1.4)	\$283,513			\$583,837	1.3	\$591,454	(0.1)	\$590,811		
June-Nov	\$166,759	(0.4)	\$166,166	1.4	\$168,556	(3.0)	\$163,446	\$140,826	2.9	\$144,842	1.8	\$147,386	(7.7)	\$136,053	\$307,585	1.1	\$311,008	1.6	\$315,942	(5.2)	\$299,499

PA 43 (Mon Fayette Expressway)																					
Passenger Cars								Commercial Vehicles							Total Vehicles						
Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09
June	\$518	1.0	\$523	5.0	\$549	1.8	\$559	\$54	1.9	\$55	9.1	\$60	25.0	\$75	\$572	1.0	\$578	5.4	\$609	4.1	\$634
July	523	2.9	538	3.7	558	4.5	583	51	2.0	52	6.2	52	28.0	80	574	2.8	590	5.1	620	6.9	653
August	554	5.6	585	3.9	608	3.5	629	55	1.8	56	12.5	63	25.4	79	609	5.3	640	0.1	671	5.5	708
September	556	6.5	592	1.4	600	4.2	625	49	2.0	50	10.0	55	36.4	75	605	6.1	642	2.0	655	6.9	700
October	573	7.5	616	2.6	632	7.8	681	48	14.6	55	12.7	62	27.4	79	621	8.1	671	3.4	694	9.5	760
November	532	5.6	562	1.2	569	13.9	648	42	14.3	48	4.2	50	44.0	72	574	6.3	610	1.5	619	16.3	720
December	520	6.7	555	(3.2)	537			37	10.8	41	(2.4)	40			557	7.0	596	(3.2)	577		
January	490	4.3	511	2.7	525			36	8.3	39	15.4	45			526	4.6	550	3.6	570		
February	478	0.2	479	9.0	522			35	8.6	38	28.3	48			513	0.8	517	10.3	570		
March	538	4.5	562	(1.4)	554			46	0.0	46	4.3	48			584	4.1	608	(1.0)	602		
April	539	3.3	557	5.2	586			47	2.1	48	20.8	58			586	3.2	605	6.4	644		
May	541	6.8	578	0.3	580			52	7.7	56	17.9	66			588	6.3	634	1.9	646		
Total Year	\$6,362	4.7	\$6,658	2.4	\$6,820			\$552	5.8	\$584	12.5	\$657			\$6,914	4.7	\$7,242	3.2	\$7,477		
June-Nov	\$3,256	4.9	\$3,416	2.9	\$3,516	5.9	\$3,725	\$299	5.7	\$316	11.4	\$352	30.7	\$460	\$3,555	5.0	\$3,732	3.6	\$3,868	8.2	\$4,185

PA 66																					
Passenger Cars								Commercial Vehicles							Total Vehicles						
Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09
June	\$357	7.0	\$382	26.7	\$484	8.5	\$525	\$182	13.2	\$206	12.6	\$232	(0.9)	\$230	\$539	9.1	\$588	21.8	\$716	5.4	\$755
July	358	18.7	425	15.8	492	10.4	543	171	22.8	210	9.5	230	3.0	237	529	20.0	635	13.7	722	8.0	780
August	364	26.1	459	12.0	514	10.3	567	184	28.8	237	0.0	237	(2.5)	231	548	27.0	696	7.9	751	6.3	798
September	340	30.9	445	12.8	502	6.6	535	183	12.6	206	3.4	213	9.4	233	523	24.5	651	9.8	715	7.4	768
October	345	34.5	464	21.3	563	0.0	563	174	28.2	223	15.2	257	(7.4)	238	519	32.4	687	19.4	820	(2.3)	801
November	326	33.1	434	18.9	516	(0.6)	513	148	29.1	191	7.3	205	(9.8)	185	479	32.3	625	20.7	721	(3.2)	698
December	319	34.5	429	18.2	507			130	26.9	165	3.0	170			449	23.3	604	10.0	677		
January	302	29.5	351	21.5	475			135	28.1	173	12.1	194			437	29.1	564	18.6	669		
February	287	20.2	345	30.7	451			126	16.7	147	25.2	184			413	19.1	492	29.1	635		
March	341	26.1	430	17.0	503			157	21.0	190	3.2	196			498	24.5	620	12.7	699		
April	352	25.0	440	18.6	522			159	23.3	196	13.3	222			511	24.5	636	17.0	744		
May	360	35.8	489	9.8	537			173	36.4	236	(4.2)	226			533	36.0	725	5.2	763		
Total Year	\$4,051	26.7	\$5,133	18.2	\$6,066			\$1,922	23.8	\$2,380	7.8	\$2,566			\$5,973	25.8	\$7,513	14.9	\$8,632		
June-Nov	\$2,090	24.8	\$2,609	17.7	\$3,071	5.7	\$3,246	\$1,042	22.2	\$1,273	7.9	\$1,374	(1.5)	\$1,354	\$3,132	23.9	\$3,882	14.5	\$4,445	3.5	\$4,600

Northeast Extension Barrier Plazas Only																					
Passenger Cars								Commercial Vehicles							Total Vehicles						
Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09
June	\$215	(3.7)	\$207	3.9	\$215	1.4	\$218	\$198	8.6	\$215	4.7	\$225	(2.2)	\$220	\$413	2.2	\$422	4.3	\$440	(0.5)	\$438
July	263	(4.2)	252	1.6	256	1.2	259	186	11.8	208	5.8	220	5.0	231	449	2.4	460	3.5	476	2.9	490
August	255	0.0	255	8.6	277	2.9	285	207	11.1	230	5.2	242	(6.6)	226	462	5.0	485	7.0	519	(1.5)	511
September	196	6.1	208	2.9	214	(6.1)	201	194	11.9	217	1.8	221	3.6	229	390	9.0	425	2.4	435	(1.1)	430
October	196	11.2	218	(3.7)	210	2.4	215	197	16.2	229	2.6	235	(3.0)	228	393	13.7	447	(0.4)	445	(0.4)	443
November	190	7.9	205	(4.4)	196	0.5	197	190	8.9	207	(5.3)	196	(6.1)	184	380	8.4	412	(9.9)	392	(2.8)	381
December	169	8.9	184	(9.8)	166			172	7.6	185	(2.7)	180			341	8.2	369	(6.2)	346		
January	145	4.8	152	(2.0)	149			174	13.2	197	(2.0)	193			319	9.4	349	(2.0)	342		
February	142	(9.9)	128	11.7	143			165	6.7	176	5.7	186			307	(1.0)	304	8.2	329		
March	168	6.5	179	(1.1)	177			195	11.8	198	(10.6)	195			303	9.4	327	(6.3)	312		
April	192	5.2	202	(1.5)	199			191	16.2	222	5.4	234			383	10.7	424	2.1	421		
May	206	8.7	224	1.8	228			214	15.4	247	(4.5)	236			420	12.1	471	(1.5)	464		
Total Year	\$2,337	3.3	\$2,414	0.7	\$2,430			\$2,283	11.7	\$2,551	0.5	\$2,563			\$4,620	7.5	\$4,965	0.6	\$4,993		
June-Nov	\$1,315	2.3	\$1,345	1.7	\$1,368	0.5	\$1,375	\$1,172	11.4	\$1,306	2.5	\$1,339	(1.6)	\$1,318	\$2,487	6.6	\$2,651	2.1	\$2,707	(0.5)	\$2,893

PA 60																					
Passenger Cars								Commercial Vehicles							Total Vehicles						
Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09
June	\$389	(1.5)	\$383	18.8	\$455	(2.6)	\$443	\$161	5.6	\$170	22.9	\$209	(11.0)	\$186	\$550	0.5	\$553	20.1	\$664	(5.3)	\$629
July	414	(3.9)	398	19.3	475	0.4	477	152	1.3	154	14.9	177	11.9	198	566	(2.5)	552	18.1	652	3.5	675
August	405	(1.7)	398	22.4	487	(0.8)	483	163	6.1	173	9.8	190	3.2	196	568	0.5	571	18.6	677	0.3	679
September	357	2.8	367	21.3	445	(2.9)	432	156	(2.6)	152	12.5	167	10.5	189	513	1.2	519	16.7	616	0.8	618
October	366	3.0	377	21.2	457	(1.5)	450	150	6.0	159	20.1	191	(2.1)	187	516	3.9	536	20.9	644	(1.7)	637
November	352	2.3	360	17.2	422	(3.8)	406	136	4.4	142	16.9	166	(12.7)								

SOCIOECONOMIC TRENDS AND FORECASTS

A detailed analysis of longer term economic trends and forecasts in the corridor was conducted as part of this analysis. These were used as input to the corridor growth analysis. Tables 5-8 provide a summary of various economic measures reviewed for this study, including population, employment, retail sales and gross state product. Additional detailed information is provided regarding monthly unemployment levels in the Turnpike corridor as well as weekly gasoline price trends.

The nation is now, according to most economists, in a recession. Traffic and revenue trends on the Pennsylvania Turnpike, and on most other toll facilities, clearly show the effect of the current economic downturn. Actual long term traffic and revenue trends along with the information provided in Tables 5-8 provide a good indication of the longer term growth potential for the Pennsylvania Turnpike, but short term (one to two year) adjustments are required to reflect the likely continued negative effects of the recession.

While there is no “crystal ball”, it is widely expected that, on a national level, negative GDP growth will continue for the next one to two quarters, with low to flat GDP growth for another one to two quarters before an economic recovery begins to take effect. For purposes of developing the current forecasts, WSA has assumed continued negative growth through the middle of FY 2009-10. And then flat to no growth through the middle of FY 2010-11. Thereafter, we expect some recovery and then a continuation of more “normal” growth patterns as would be expected by the longer term economic growth forecasts shown in Tables 5-8.

POPULATION TRENDS AND FORECASTS

Historic population data were obtained from the U.S. Census, and future rates of growth were obtained from an economic research firm, Woods and Poole, for counties and states that significantly contribute to Pennsylvania Turnpike traffic demand. The historic and forecast rates of growth in total population are presented in Table 5, from 1980 through 2030. Historic data were available up to 2007. The rates of growth are summarized as the AAPC between the following time periods:

- 1980 through 1990;
- 1990 through 2000;
- 2000 through 2007;
- 2007 through 2010;
- 2010 through 2020;
- 2020 through 2030; and
- 2007 through 2030.

The rates of growth are presented for the following five states: New Jersey, New York, Ohio, Pennsylvania, and West Virginia. Information for the United States is provided as well. The county level data were summarized into the following four groups:

- **Pittsburgh Area Counties:** Allegheny, Armstrong, Beaver, Butler, Indiana, Lawrence, Washington and Westmoreland,
- **Interurban Area Counties:** Adams, Bedford, Blair, Cambria, Cumberland, Dauphin, Franklin, Fulton, Huntingdon, Juniata, Lancaster, Lebanon, Mifflin, Perry, Somerset and York,
- **Philadelphia Area Counties:** Berks, Bucks, Chester, Delaware, Montgomery and Philadelphia, and
- **Northeastern Corridor Counties:** Carbon, Lackawanna, Lehigh, Luzerne, Northampton and Wyoming.

Table 5
Population Trends and Forecast

Area		Average Annual Percent Change					
		1980 - 90	1990 - 00	2000 - 07	2007 - 10	2010 - 20	2020 - 30
Pittsburgh Area	(1)	(0.7)	(0.2)	(0.3)	0.3	0.4	0.5
Interurban Area	(2)	0.6	0.7	0.7	0.7	0.8	0.8
Philadelphia Area	(3)	0.2	0.4	0.3	0.3	0.4	0.5
Northeastern Corridor	(4)	0.2	0.2	0.6	0.3	0.4	0.5
Subtotal		0.0	0.3	0.3	0.4	0.5	0.6
New Jersey		0.5	0.8	0.6	0.8	0.8	0.9
New York		0.3	0.5	0.3	0.3	0.4	0.4
Ohio		0.1	0.5	0.2	0.2	0.3	0.4
Pennsylvania		0.0	0.3	0.3	0.4	0.5	0.6
West Virginia		(0.9)	0.1	0.1	0.2	0.2	0.4
Subtotal		0.2	0.5	0.3	0.4	0.4	0.5
United States		0.9	1.2	1.0	1.0	1.0	1.0

(1) Pittsburgh Area Counties: Allegheny, Armstrong, Beaver, Butler, Indiana, Lawrence, Washington, and Westmoreland.

(2) Interurban Counties: Adams, Bedford, Blair, Cambria, Cumberland, Dauphin, Franklin, Fulton, Huntingdon, Juniata, Lancaster, Lebanon, Mifflin, Perry, Somerset, and York.

(3) Philadelphia Area Counties: Berks, Bucks, Chester, Delaware, Montgomery, and Philadelphia.

(4) Northeastern Corridor Counties: Carbon, Lackawanna, Lehigh, Luzerne, Northampton, and Wyoming.

Note: Years 1980 to 2000 represents U.S. Census data. Forecast year growth rates were obtained from Woods & Poole CEDDS, 2007 edition.

These groups of counties were used to describe areas of the Turnpike centered on the Pittsburgh metropolitan area, mid-state Pennsylvania, the Philadelphia metropolitan area, and the Northeastern Extension corridor. The data helped WSA to analyze the longer term growth potential of traffic demand on the Turnpike through 2030.

As can be seen in Table 5, population growth is very moderate in the Turnpike subregion, the states and the United States. Historically, Pennsylvania population has increased by between 0.0 and 0.3 percent per year between 1980 and 2007; this is about the same as population growth in the Turnpike corridor as

well. For comparative purposes, population growth in the United States has averaged about 1.0 percent growth per year over the same period.

It is interesting to note that, as shown in Table 1, traffic growth on the Turnpike grew at 3.3 percent between 1987 and 2007; a much greater level than population growth, even in spite of multiple toll increases over this period. This demonstrates the ability of the Turnpike to attract a greater and greater share of travel in the corridor. It is also indicative of the nature of a facility of this type to both attract and generate its own traffic as motorists and businesses choose to locate along the Turnpike corridor to take advantage of the high level of service it offers.

Future population growth in the Turnpike corridor is forecast to increase slightly compared to historical levels. As shown, estimates average about 0.5 percent per year through 2030. This is more or less comparable to that for the states in the region, but only about half of the longer term population forecasts for the U.S.

EMPLOYMENT AND UNEMPLOYMENT TRENDS AND FORECASTS

Rates of growth in employment are shown in Table 6. Historical data are from the U.S. Department of Commerce, and the future growth rates are based on data from Woods & Poole.

Table 6
Employment Trends and Forecast

Area		Average Annual Percent Change					
		1980 - 90	1990 - 00	2000 - 07	2007 - 10	2010 - 20	2020 - 30
Pittsburgh Area	(1)	0.4	0.9	0.5	1.4	1.3	1.1
Interurban Area	(2)	1.9	1.2	1.0	1.3	1.2	1.1
Philadelphia Area	(3)	1.3	0.8	0.6	1.1	1.0	0.9
Northeastern Corridor	(4)	1.1	0.9	0.8	1.2	1.1	1.0
Subtotal		1.2	0.9	0.7	1.2	1.1	1.0
New Jersey		1.9	0.9	1.1	1.3	1.2	1.0
New York		1.3	0.6	0.7	0.8	0.8	0.7
Ohio		1.2	1.5	0.3	1.3	1.2	1.1
Pennsylvania		1.2	1.0	0.7	1.2	1.1	1.0
West Virginia		(0.0)	1.3	0.8	1.4	1.3	1.1
Subtotal		1.3	1.0	0.7	1.1	1.1	1.0
United States		2.0	1.8	1.1	1.6	1.4	1.3

(1) Pittsburgh Area Counties: Allegheny, Armstrong, Beaver, Butler, Indiana, Lawrence, Washington, and Westmoreland.

(2) Interurban Counties: Adams, Bedford, Blair, Cambria, Cumberland, Dauphin, Franklin, Fulton, Huntingdon, Juniata, Lancaster, Lebanon, Mifflin, Perry, Somerset, and York.

(3) Philadelphia Area Counties: Berks, Bucks, Chester, Delaware, Montgomery, and Philadelphia.

(4) Northeastern Corridor Counties: Carbon, Lackawana, Lehigh, Luzerne, Northampton, and Wyoming.

Note: Historical data through 2000 are based on the U.S. Department of Commerce. Forecast data are based on growth rates obtained from Woods & Poole CEDDS, 2007 edition.

Historically, employment growth has averaged between 0.7 and 1.2 percent per year in Pennsylvania and the Turnpike corridor from 1980 through 2007. Employment growth in the United States increased at a faster rate, averaging between 1.1 and 2.0 percent per year during this time period. As with historical population growth, the 3.3 percent annual growth in traffic on Turnpike toll facilities is more than triple the average annual rate of growth in employment.

From 2000 through 2030, employment growth is estimated to increase by 1.4 percent per year in the United States, 1.1 percent in Pennsylvania, and 1.1 percent in the Turnpike corridors. Within the Turnpike corridor, employment growth rates are fairly consistent, estimated to average between 1.0 percent and 1.2 percent per year through 2030.

Figure 2 provides a detailed monthly trend in unemployment levels for various segments of the Turnpike, for the state and the U.S. Data are shown from January 1998 through November 2008 for the state and the U.S., and through October 2008 for the state sub-regions. This graph shows both the seasonal variations in unemployment levels during each year as well as the longer, multi-year, cyclical patterns.

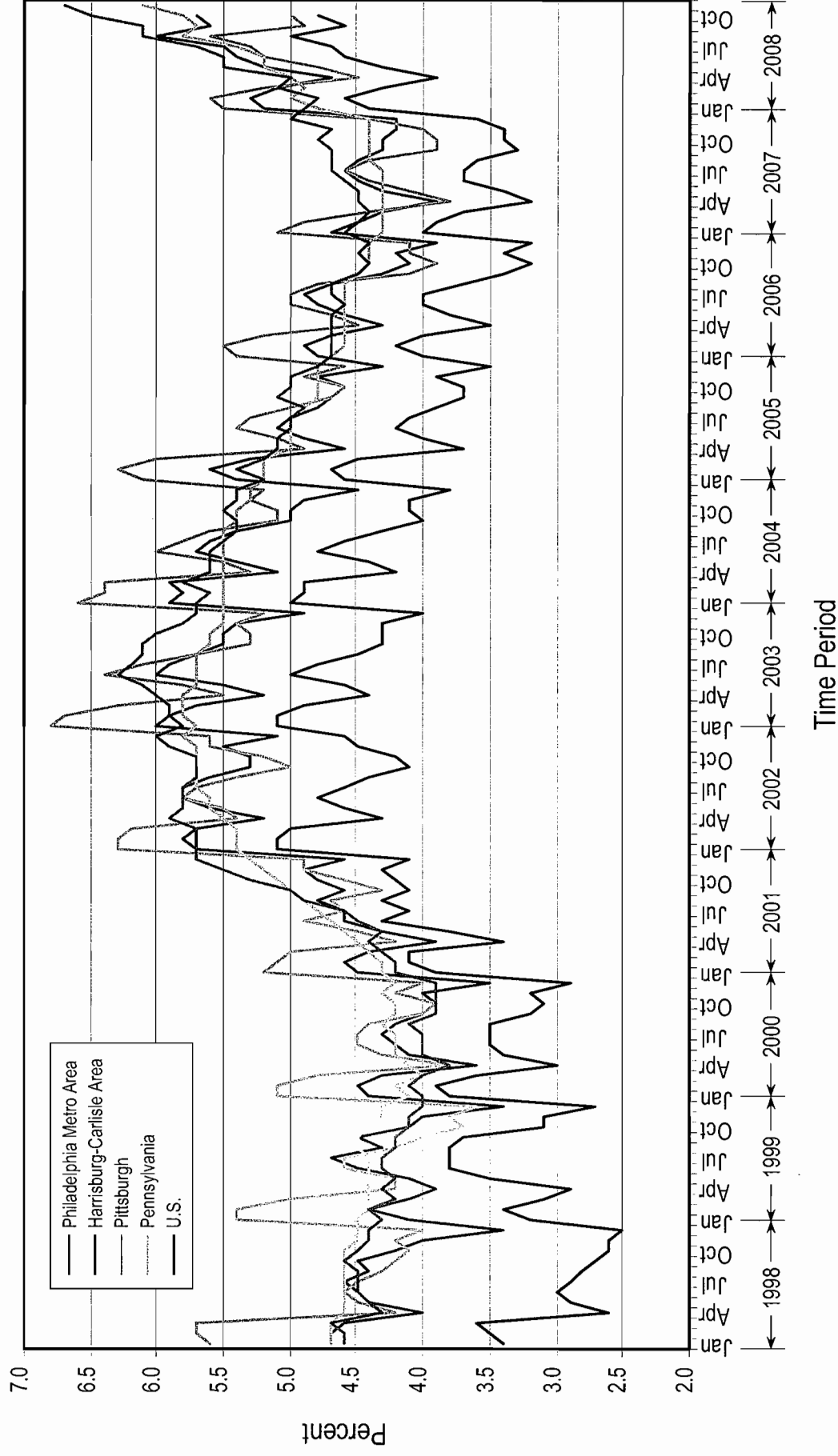
Historically, the Harrisburg-Carlisle area has exhibited the lowest unemployment rates. This is probably a result of state government employment in the state capitol. Unemployment levels for the state, Philadelphia metro area and Pittsburgh have generally tended to vary at, or near, levels for the U.S. Only in the last few months has there been a divergence where unemployment levels for the U.S. have begun to exceed those for the state and corridor areas. Estimated November 2008 unemployment for the US reached 6.7 percent while that for Pennsylvania was 6.1 percent. October 2008 unemployment estimates totaled 5.7 percent for the Philadelphia metro area, 4.8 percent for Harrisburg-Carlisle, and 5.0 percent for Pittsburgh.

Economists are estimating continued short term increases in unemployment levels for the U.S. before a recovery to pre-recession levels. Various estimates for national unemployment levels reach the 9 to 10 percent level. This would put unemployment rates at levels not seen since 1982 when they averaged 9.7 percent. However, based on recent historical trends, it would appear that unemployment levels for Pennsylvania, and particularly for the Turnpike corridor itself, will be lower than those at the national level.

RETAIL SALES TRENDS AND FORECASTS

Retail sales trend and forecast information is shown in Table 7. Trends for Pennsylvania and the Turnpike corridor are very similar with the surrounding states, though lower than those for the U.S. as a whole.

Growth rates in retail sales are estimated to be slightly lower in the future, averaging 2.0 percent per year in the United States, 1.6 percent in Pennsylvania, and 1.6 percent in the Turnpike corridor between 2007 and 2030. The strongest growth in retail sales within the Turnpike corridor is forecast to occur in the Interurban Area (1.9 percent per year), followed by the Philadelphia Area (1.7 percent per year). The Northeastern Corridor is forecast to experience growth in retail sales averaging 1.4 percent per year from



SUMMARY OF HISTORICAL MONTHLY UNEMPLOYMENT RATES

FIGURE 2

2007 through 2030, and retail sales in the Pittsburgh Area are forecast to average 1.4 percent per year through the same time period.

Table 7
Retail Sales Trends and Forecast

Area		Average Annual Percent Change						
		1980 - 90	1990 - 00	2000 - 07	2007 - 10	2010 - 20	2020 - 30	2007 - 30
Pittsburgh Area	(1)	0.3	2.2	0.8	1.3	1.4	1.5	1.4
Interurban Area	(2)	2.1	2.7	1.8	1.8	1.8	1.9	1.9
Philadelphia Area	(3)	2.0	2.5	1.6	1.6	1.6	1.7	1.7
Northeastern Corridor	(4)	1.5	2.3	1.7	1.3	1.4	1.5	1.4
Subtotal		1.5	2.4	1.5	1.5	1.6	1.7	1.6
New Jersey		2.1	2.4	1.8	1.9	2.0	2.0	2.0
New York		1.4	2.0	1.5	1.4	1.5	1.6	1.5
Ohio		1.1	3.1	1.4	1.3	1.4	1.5	1.4
Pennsylvania		1.5	2.4	1.5	1.5	1.6	1.7	1.6
West Virginia	(0.3)	2.7	1.3	1.3	1.4	1.5	1.4	1.4
Subtotal		1.4	2.4	1.5	1.5	1.6	1.7	1.6
United States		1.8	3.3	2.0	2.0	2.0	2.0	2.0

(1) Pittsburgh Area Counties: Allegheny, Armstrong, Beaver, Butler, Indiana, Lawrence, Washington, and Westmoreland.

(2) Interurban Counties: Adams, Bedford, Blair, Cambria, Cumberland, Dauphin, Franklin, Fulton, Huntingdon, Juniata, Lancaster, Lebanon, Mifflin, Perry, Somerset, and York.

(3) Philadelphia Area Counties: Berks, Bucks, Chester, Delaware, Montgomery, and Philadelphia.

(4) Northeastern Corridor Counties: Carbon, Lackawana, Lehigh, Luzerne, Northampton, and Wyoming.

Note: Data is based on Woods & Poole, CEDDS, 2007 Edition.

GROSS STATE PRODUCT TRENDS AND FORECASTS

Another economic indicator that can reflect changing traffic demand is gross state product (GSP) and the gross domestic product (GDP) of the United States. The historic and forecast rates of growth for these variables are shown in Table 8. U.S. GDP increased by an average of about 3.0 percent per year between 1980 through 2007. Pennsylvania's GSP increased by an average 2.4 percent during the same time period. The growth rate of the combined five states averaged 2.6 percent per year, though much of this average growth was fueled by the high 4.5 percent growth exhibited by New Jersey between 1980 and 1990.

Future growth rates are estimated to decrease somewhat, averaging 2.3 percent for the US GDP from 2007 through 2030. Pennsylvania is estimated to experience an average increase in GSP of about 2.0 percent per year, while the combined five states are forecast to average an increase in GSP of 1.9 percent during that time period. Increasing GSP and GDP are positive indicators reflecting the potential for increasing traffic demand on the Turnpike.

Table 8
Gross State Product Trends and Forecast

State	Average Annual Percent Change						
	1980 - 90	1990 - 00	2000 - 07	2007 - 10	2010 - 20	2020 - 30	2007 - 30
New Jersey	4.5	2.4	2.5	2.0	2.1	2.2	2.2
New York	3.3	2.4	2.0	1.5	1.6	1.8	1.7
Ohio	1.9	2.5	2.2	1.9	2.0	2.1	2.0
Pennsylvania	2.2	2.3	2.6	1.9	2.0	2.1	2.0
West Virginia	(0.4)	1.6	3.1	2.1	2.1	2.2	2.1
Subtotal	2.9	2.4	2.3	1.8	1.9	2.0	1.9
United States	3.1	3.2	2.5	2.3	2.3	2.4	2.3

Note: Data was obtained from Woods & Poole, CEDDS, 2007 Edition.

It should be pointed out that these longer term forecasts are about one year old at this time. Current short term GDP forecasts are much more pessimistic than those shown in Table 8 for the 2007 to 2010 period. In their December 10, 2008 report, the Wachovia Economic Group is estimating negative US GDP growth of 2.0 percent in 2009 and positive 1.4 percent growth in 2010.

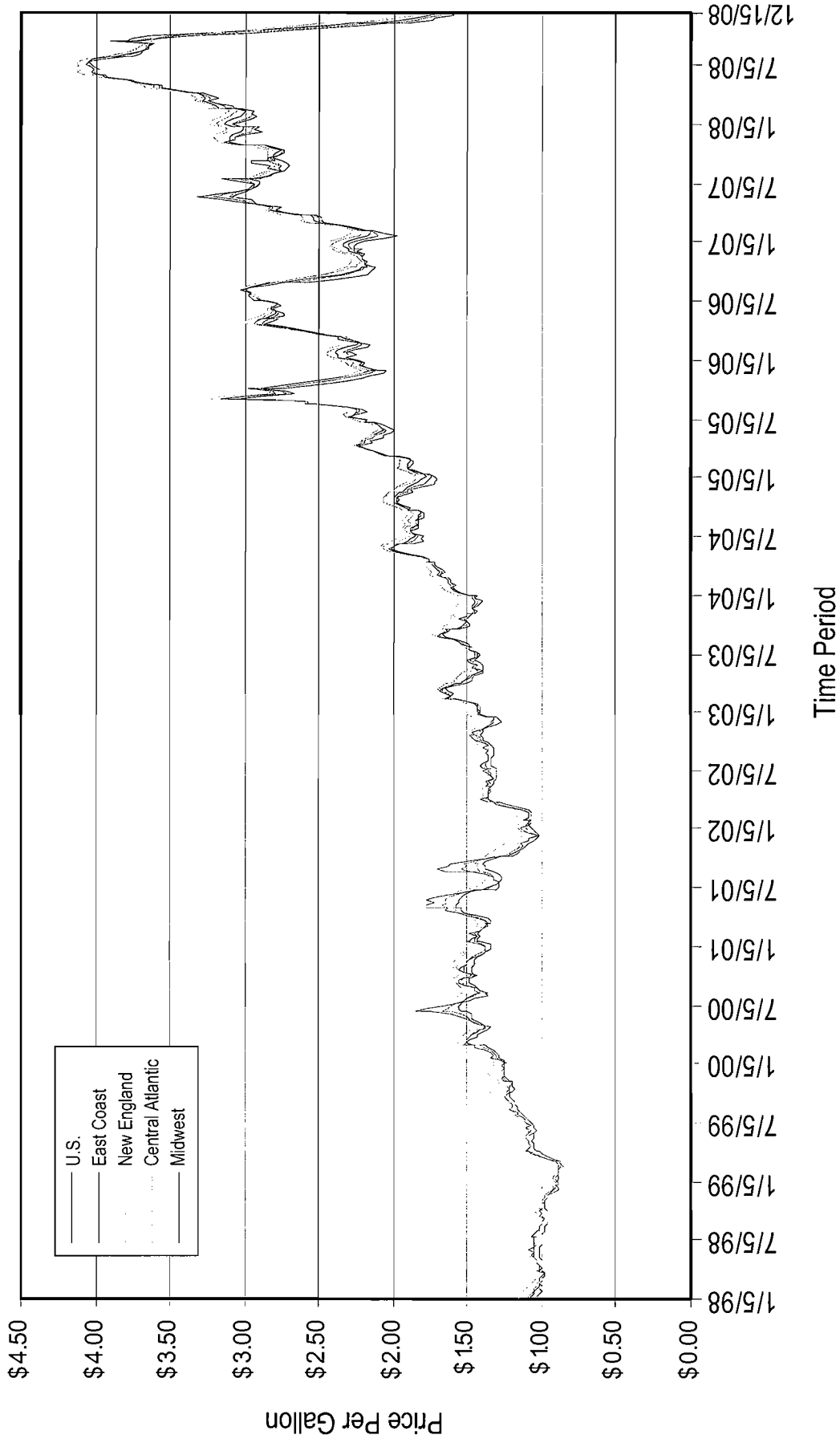
As discussed at the beginning of this section (Socioeconomic Trends and Forecasts), WSA has assumed continued short term negative growth for purposes of developing traffic and revenue forecasts for the Pennsylvania Turnpike. As discussed above, we assume continued negative growth through the middle of FY 2009-10 and then flat to no growth through the middle of FY 2010-11. Thereafter, we expect some recovery and then a continuation of more “normal” growth patterns as would be expected by the longer term economic growth forecasts shown for the economic indicators in Tables 5 through 8.

HISTORICAL GASOLINE PRICES

Another variable that can influence driver behavior is the price of gasoline. Figure 3 shows the weekly price per gallon of regular unleaded gasoline from January 5, 1998 through December 15, 2008. Data are shown for the U.S., the East Coast, New England, Central Atlantic (including Pennsylvania) and Midwest states. The most obvious characteristic is how consistent prices are for all of these regions. Prices tend not to vary more than about \$0.10 to \$0.20 between the five regions shown.

Prices peaked in June and July 2008 at just over \$4.00 per gallon. This price increase was accompanied by decreasing traffic volumes on the Pennsylvania Turnpike and other toll and non-toll roads around the country. Many attributed this decline in trip making to high gas prices. Since July 2008, gas prices have dropped dramatically to a U.S. average of \$1.65 per gallon by December 15, 2008. Averages for the Central Atlantic region are slightly higher at about \$1.80 per gallon.

Trip making has continued to decline, however, even as gasoline prices have declined to levels not seen in the last five years. Thus, it is clear that the primary cause of declining traffic volumes was, and is, the underlying economic conditions of the region (and the US as a whole) and not simply gasoline prices. That said, however, low fuel costs do result in real savings to the consumer, and longer term that can only be positive in terms of future trip making.



DEVELOPMENT OF NORMAL GROWTH ASSUMPTIONS

All of the socioeconomic data described above was used in the development of estimated growth rates on the Turnpike. Regression analyses were used to develop a relationship between these various measures and historical Turnpike traffic growth. While the data shown in Tables 5-8 are summarized into the four county groupings, WSA actually analyzed each interchange and barrier location based on the market area it serves. Using data collected as part of the 1999 origin and destination survey, WSA developed an interchange level profile (for both cars and commercial vehicles) identifying the Pennsylvania counties and states that contribute traffic to each Turnpike interchange.

As these types of data were not available for the barrier locations, county data were used based on the surrounding counties at each barrier location. Based on the analysis of the ticket system market share, this probably reflects an accurate reflection of actual barrier usage.

It should be emphasized again, however, that the regression analysis was used to develop longer term normal growth estimates beyond FY 2011-12. Shorter term estimates were developed recognizing the current economic recession and assumed continued negative growth through the middle of FY 2009-10 and zero to very low growth through the end of FY 2010-11.

ESTIMATED TRAFFIC AND TOLL REVENUE

This section of the report summarizes the study findings. Estimates of toll transaction and gross and net toll revenue are presented through FY 2030-31. These forecasts take into account the recent 25 percent toll rate increase on January 4, 2009 as well as the 3.0 percent annual toll rate adjustments on or about each subsequent January 1. A brief discussion is also provided of historical toll rate increases on the Pennsylvania Turnpike and the estimated effect they have had on traffic. Lastly, the currently proposed future rate structure will be discussed.

HISTORICAL AND PROPOSED PENNSYLVANIA TURNPIKE TOLL RATES

Table 9 provides a historical summary of all past rate increases on the Turnpike, up to and including the one implemented on January 4, 2009. Since 1940, when the Turnpike's first section opened to traffic, there have only been five rate increases. The one on January 4, 2009 was the sixth. Table 9 also shows the average annual percent rate of growth in the per mile rate charged to use the Turnpike. Since 1940 the rate of growth has averaged 2.9 percent per year.

To keep up with inflation and to improve funding capability for proposed capital projects, the Turnpike will now implement a 3.0 percent toll adjustment that occurs each year (beginning on or about January 1, 2010) instead of a toll increase once every 10 years, at a compounded rate of 3.0 percent per year. Table 10 shows an example of how rates will increase through 2030 for various rates, including a current \$1.00, \$2.50 and \$10.00 toll. This table begins with hypothetical rates just prior to the January 4, 2009 rate increase. As shown, the rounding convention will be different for cash and E-ZPass transactions. Today, there is no difference between these two payment types. E-ZPass tolls will be rounded to the nearest \$0.01 while cash rates will be rounded up to the nearest \$0.05.

Table 9
Historical and Future Per Mile Toll Rates
Pennsylvania Turnpike System

Year	Car Per Mile Toll	Total Percent Increase	Average Annual Increase
1940 (1)	\$0.010	---	---
1969	0.020	100.0%	2.4%
1978	0.022	10.0	1.1
1987	0.031	40.9	3.9
1991	0.041	32.3	7.2
2004	0.059	43.9	2.8
2009 (2)	0.074	25.4	4.6
1940 - 2009			2.9

(1) The first section of the Turnpike opened in October 1940.

(2) This is the most recent rate increase which took place on January 4, 2009. Annual 3.0 percent rate increases will occur on or about January 1 of each succeeding year.

Table 10
Sample of Future Cash and E-ZPass Toll Rates
Pennsylvania Turnpike System

Calendar Year (1)	Percent Toll Rate Increase (2)	Growth in Rates from Levels Prior to January 4, 2009 Rate Increase					
		\$1.00 Toll		\$2.50 Toll		\$10.00 Toll	
		Cash (3)	E-ZPass (3)	Cash (3)	E-ZPass (3)	Cash (3)	E-ZPass (3)
2008 (4)	---	\$1.00	\$1.00	\$2.50	\$2.50	\$10.00	\$10.00
2009 (5)	25.0%	1.25	1.25	3.15	3.13	12.50	12.50
2010	3.0	1.30	1.29	3.25	3.22	12.90	12.88
2011	3.0	1.35	1.33	3.35	3.32	13.30	13.27
2012	3.0	1.40	1.37	3.45	3.42	13.70	13.67
2013	3.0	1.45	1.41	3.55	3.52	14.10	14.08
2014	3.0	1.45	1.45	3.65	3.63	14.50	14.50
2015	3.0	1.50	1.49	3.75	3.74	14.95	14.94
2016	3.0	1.55	1.53	3.85	3.85	15.40	15.39
2017	3.0	1.60	1.58	4.00	3.97	15.85	15.85
2018	3.0	1.65	1.63	4.10	4.09	16.35	16.33
2019	3.0	1.70	1.68	4.25	4.21	16.85	16.82
2020	3.0	1.75	1.73	4.35	4.34	17.35	17.32
2021	3.0	1.80	1.78	4.50	4.47	17.85	17.84
2022	3.0	1.85	1.83	4.60	4.60	18.40	18.38
2023	3.0	1.90	1.88	4.75	4.74	18.95	18.93
2024	3.0	1.95	1.94	4.90	4.88	19.50	19.50
2025	3.0	2.00	2.00	5.05	5.03	20.10	20.09
2026	3.0	2.10	2.06	5.20	5.18	20.70	20.69
2027	3.0	2.15	2.12	5.35	5.34	21.35	21.31
2028	3.0	2.20	2.18	5.50	5.50	21.95	21.95
2029	3.0	2.25	2.25	5.70	5.67	22.65	22.61
2030	3.0	2.35	2.32	5.85	5.84	23.30	23.29

(1) The 25 percent rate increase occurred on January 4, 2009; all other rate increases are assumed to occur on or about January 1 of the indicated year.

(2) These rate increases apply to all Turnpike toll facilities except for tolls on the Findlay Connector. Passenger Car toll rates on the Findlay Connector are currently \$0.50 (with higher rates for commercial vehicles) and are assumed to remain unchanged over the forecast period.

(3) Cash rates are rounded up to the nearest \$0.05 and E-ZPass rates are rounded to the nearest \$0.01.

(4) These rates reflect those that would have been in effect prior to January 4, 2009.

(5) These are the rates that would currently be in effect subsequent to the January 4, 2009 rate increase.

Table 11 shows the historical growth in E-ZPass transactions. Over the last five years, passenger car E-ZPass market share has increased from almost 32 percent to nearly 47 percent of toll transactions. Commercial vehicle market share growth has been even greater, growing from about 40 percent in FY 2003-04 to over 70 percent by FY 2007-08. The actual rate of growth has been declining each year and we would expect that trend to continue. Some toll facilities offer toll discounts to those who pay electronically, that is not the case on the Pennsylvania Turnpike. Though the new rate schedules will introduce a very small toll savings for some E-ZPass users, that difference will never be greater than \$0.04 and is not, therefore, expected to create an inducement to join the E-ZPass program. All of the other benefits of E-ZPass (no need for cash, faster toll transactions, payment accountability, etc.) will be the driving factors behind continued growth in the E-ZPass program.

Table 11
E-ZPass Transaction
Market Share Trends
Pennsylvania Turnpike System

Fiscal Year	Passenger Car	Commercial Vehicle	Total
2003-04	31.9%	40.1%	33.0%
2004-05	36.4	49.1	38.1
2005-06	40.4	60.2	43.2
2006-07	44.3	67.9	47.6
2007-08	46.8	71.1	50.1

As shown in Table 9, the most recent toll increase for which data are available on the Pennsylvania Turnpike occurred in 2004 (August 1st). Impact information is not yet available for the January 4, 2009 increase. Table 12 provides a summary of the estimated impact the 42.5 percent rate increase had on toll transactions. Traffic volumes for the June and July period just before the toll increase (2004) were compared to the June and July period following the toll increase (2005). The impact between these two periods would include both normal growth between 2004 and 2005 and the impact of the toll increase.

As shown in Table 12, passenger car traffic decreased by 1.2 percent and commercial vehicle transactions dropped by 0.6 percent. Based on general growth trends after the toll increase, we estimate normal growth between 2004 and 2005 to have been 0.5 percent for passenger cars and about 3.0 percent for commercial vehicles. The difference between observed growth and estimated normal growth reflects the impact of the toll rate increase. In this case, the passenger car toll rate increase impact is estimated at negative 1.7 percent and a loss of about 3.6 percent for commercial vehicles. The elasticity measure is a way to benchmark these impacts. Thus, for each 100 percent increase in rates, passenger car traffic would be expected to decrease by about 4.0 percent and commercial vehicle trips by about 8.5 percent.

Table 12
Estimated Impact of 2004 Toll Rate Increase (1)
Pennsylvania Turnpike System

Time Period/Impact Estimates	Passenger Car	Commercial Vehicle	Total
Toll Increase plus Normal Growth Impact (2)	-1.2%	-0.6%	-1.1%
Estimated Normal Growth Only	0.5%	3.0%	0.8%
Estimated Toll Increase Impact (3)	-1.7%	-3.6%	-1.9%
Percent Toll Increase	42.5%	42.5%	42.5%
Elasticity of Demand (4)	-4.0%	-8.5%	-4.5%

- (1) A rate increase of 42.5 percent was implemented for all vehicle classes on August 1, 2004.
- (2) This reflects growth between June/July 2005 compared to June/July 2004. The June/July 2004 period excludes the toll increase impact while the June/July 2005 period does include the toll increase impact. Thus, the percent impacts shown in this row reflect the impact of the toll increase plus normal growth between 2004 and 2005
- (3) The estimated toll impact is calculated by subtracting normal growth (row two) from the toll increase plus normal growth estimates in row one.
- (4) Elasticity of demand is calculated by dividing the estimated toll increase impact by the percent toll rate increase.

ESTIMATED TRAFFIC AND TOLL REVENUE

Tables 13 through 15 show the resulting estimates of annual traffic and gross toll revenue. Table 13 provides information for the ticket system only (including Gateway barrier plaza information as well) while Table 14 shows estimated traffic and gross toll revenue for the barrier systems (excluding Gateway). Table 15 provides a summary of total Turnpike traffic and toll revenue. All data for FY 2007-08 are actual and FY 2008-09 includes actual data for the first six months of the year (June through November 2008).

As shown in Table 13, total ticket transactions are expected to increase from about 158 million in FY 2007-08 to 233.1 million by FY 2030-31, an average annual growth rate of 1.7 percent. Estimated annual toll revenue increases from \$571.5 million (after accounting for discounts and adjustments) to approximately \$2,004.3 million over the same period. This represents an average annual growth rate of 5.6 percent and reflects the impact of both normal growth and the effects of annual toll rate increases.

Barrier system toll traffic (Table 14) is expected to increase from almost 31.3 million in FY 2007-08 to 61.4 million by the last forecast year, reflecting an average growth rate of about 3.0 percent per year. Growth rates on these facilities are higher than those on the ticket system due to the new market areas these facilities tend to serve. They are located on the fringes of urban areas where new suburban growth rates exceed those of the more developed areas served by the ticket system. Annual barrier toll revenue

is shown to grow from about \$27.4 million to \$125.1 million over the forecast period; this represents an annualized growth of 6.8 percent.

Table 15 shows total Turnpike traffic and toll revenue. Total toll transactions are estimated to increase from 189.6 million in FY 2007-08 to almost 294.5 million by FY 2030-31. This represents annual growth of 1.9 percent. Total adjusted gross toll revenue is estimated to increase from \$598.9 million to \$2,129.5 million over the same period, representing 5.7 percent annualized growth.

Table 13
Estimated Annual Traffic and Gross Toll Revenue
Ticket System Only

Fiscal Year	Annual Traffic (1,000s)			Annual Gross Revenue (1,000s)			Revenue Discounts and Adjustments (1,000s) (4)	Adjusted Annual Gross Revenue (1,000s)
	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles		
2007-08 (1)	136,018	22,253	158,272	\$307,299	\$283,511	\$590,810	(\$19,296)	\$571,514
2008-09 (2)	132,241	20,788	153,029	323,715	285,714	609,430	(19,904)	589,526
2009-10 (3)	129,996	19,887	149,883	366,066	314,577	680,643	(22,230)	658,413
2010-11 (3)	130,618	19,984	150,601	378,797	325,641	704,438	(23,007)	681,431
2011-12 (3)	135,189	20,883	156,072	403,817	350,503	754,320	(24,636)	729,684
2012-13 (3)	139,245	21,718	160,963	428,409	375,459	803,869	(26,254)	777,614
2013-14 (3)	142,726	22,479	165,205	452,293	400,258	852,551	(27,844)	824,707
2014-15 (3)	146,009	23,153	169,162	476,577	424,634	901,211	(29,434)	871,777
2015-16 (3)	149,075	23,824	172,899	501,183	450,057	951,239	(31,067)	920,172
2016-17 (3)	152,205	24,515	176,721	527,059	477,002	1,004,060	(32,793)	971,268
2017-18 (3)	155,402	25,202	180,604	554,271	505,068	1,059,339	(34,598)	1,024,741
2018-19 (3)	158,510	25,907	184,417	582,317	534,787	1,117,103	(36,485)	1,080,619
2019-20 (3)	161,680	26,607	188,287	611,782	565,703	1,177,485	(38,457)	1,139,028
2020-21 (3)	164,914	27,325	192,239	642,738	598,406	1,241,144	(40,536)	1,200,608
2021-22 (3)	168,047	28,063	196,110	674,599	633,000	1,307,598	(42,706)	1,264,892
2022-23 (3)	171,240	28,793	200,033	708,039	668,941	1,376,980	(44,972)	1,332,008
2023-24 (3)	174,493	29,541	204,035	743,136	706,924	1,450,060	(47,359)	1,402,701
2024-25 (3)	177,809	30,309	208,118	779,973	747,063	1,527,036	(49,873)	1,477,163
2025-26 (3)	181,009	31,097	212,107	817,833	789,481	1,607,315	(52,495)	1,554,820
2026-27 (3)	184,268	31,875	216,142	857,531	833,495	1,691,026	(55,229)	1,635,797
2027-28 (3)	187,584	32,672	220,256	899,155	879,962	1,779,118	(58,106)	1,721,012
2028-29 (3)	190,961	33,488	224,449	942,800	929,020	1,871,821	(61,134)	1,810,687
2029-30 (3)	194,398	34,326	228,724	988,564	980,813	1,969,377	(64,320)	1,905,057
2030-31 (3)	197,897	35,184	233,081	1,036,549	1,035,493	2,072,042	(67,673)	2,004,369

(1) Reflects actual traffic and revenue experience.

(2) Assumes implementation of the 25 percent rate increase on January 4, 2009. FY 2008-09 contains six months of actual experience.

(3) Assumes implementation of a 3 percent rate increase on or about January 1 of the indicated year.

(4) Discounts and adjustments are based on actual experience in FY 2007-08 and reflect approximately 3.3 percent of gross toll revenue.

Table 14
Estimated Annual Traffic and Gross Toll Revenue
Barrier System Only

Fiscal Year	Annual Traffic (1,000s)			Annual Revenue (1,000s)			Discounts and Adjustments (1,000s) (4)	Adjusted Annual Gross Revenue (1,000s)
	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles		
2007-08 (1)	28,078	3,201	31,280	\$20,462	\$7,878	\$28,340	(\$926)	\$27,415
2008-09 (2)	28,438	3,200	31,639	22,811	8,590	31,402	(1,026)	30,376
2009-10 (3)	28,316	3,135	31,451	26,157	9,690	35,847	(1,171)	34,676
2010-11 (3)	28,557	3,159	31,717	27,175	10,057	37,232	(1,216)	36,016
2011-12 (3)	29,912	3,297	33,210	29,340	10,809	40,149	(1,311)	38,838
2012-13 (3)	31,182	3,425	34,607	31,528	11,561	43,089	(1,407)	41,682
2013-14 (3)	32,352	3,550	35,901	33,717	12,338	46,055	(1,504)	44,551
2014-15 (3)	33,539	3,669	37,209	36,040	13,133	49,173	(1,606)	47,567
2015-16 (3)	34,733	3,783	38,516	38,483	13,943	52,426	(1,712)	50,714
2016-17 (3)	35,971	3,891	39,863	41,093	14,770	55,863	(1,824)	54,038
2017-18 (3)	37,220	3,997	41,217	43,839	15,622	59,460	(1,942)	57,519
2018-19 (3)	38,514	4,105	42,619	46,771	16,517	63,288	(2,067)	61,221
2019-20 (3)	39,855	4,212	44,068	49,900	17,453	67,353	(2,200)	65,153
2020-21 (3)	41,205	4,322	45,527	53,190	18,436	71,626	(2,339)	69,287
2021-22 (3)	42,604	4,434	47,038	56,699	19,475	76,174	(2,488)	73,686
2022-23 (3)	44,009	4,546	48,555	60,383	20,559	80,942	(2,644)	78,298
2023-24 (3)	45,425	4,661	50,086	64,253	21,703	85,955	(2,807)	83,148
2024-25 (3)	46,889	4,778	51,667	68,372	22,911	91,283	(2,981)	88,302
2025-26 (3)	48,362	4,899	53,261	72,694	24,186	96,881	(3,164)	93,717
2026-27 (3)	49,841	5,019	54,860	77,224	25,516	102,740	(3,355)	99,384
2027-28 (3)	51,317	5,142	56,459	81,958	26,918	108,876	(3,556)	105,321
2028-29 (3)	52,839	5,268	58,107	86,985	28,398	115,383	(3,768)	111,615
2029-30 (3)	54,362	5,398	59,759	92,241	29,959	122,200	(3,991)	118,209
2030-31 (3)	55,882	5,530	61,413	97,729	31,607	129,335	(4,224)	125,111

(1) Reflects actual traffic and revenue experience.

(2) Assumes implementation of the 25 percent rate increase on January 4, 2009. FY 2008-09 contains six months of actual experience.

(3) Assumes implementation of a 3 percent rate increase on or about January 1 of the indicated year.

(4) Discounts and adjustments are based on actual experience in FY 2007-08 and reflect approximately 3.3 percent of gross toll revenue.

Table 15
Estimated Annual Traffic and Gross Toll Revenue
Total Turnpike System

Fiscal Year	Annual Traffic (1,000s)			Annual Revenue (1,000s)			Discounts and Adjustments (1,000s) (4)	Adjusted Annual Gross Revenue (1,000s)
	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles		
2007-08 (1)	164,097	25,455	189,552	\$327,761	\$291,389	\$619,150	(\$20,221)	\$598,929
2008-09 (2)	160,679	23,988	184,667	346,527	294,305	640,831	(20,930)	619,902
2009-10 (3)	158,312	23,022	181,334	392,223	324,266	716,489	(23,401)	693,089
2010-11 (3)	159,175	23,143	182,318	405,972	335,698	741,670	(24,223)	717,447
2011-12 (3)	165,101	24,181	189,282	433,157	361,312	794,469	(25,947)	768,522
2012-13 (3)	170,427	25,143	195,571	459,938	387,020	846,958	(27,662)	819,296
2013-14 (3)	175,078	26,028	201,106	486,011	412,596	898,607	(29,348)	869,258
2014-15 (3)	179,548	26,822	206,370	512,617	437,767	950,384	(31,040)	919,344
2015-16 (3)	183,808	27,607	211,415	539,665	464,000	1,003,665	(32,780)	970,885
2016-17 (3)	188,177	28,407	216,584	568,151	491,772	1,059,923	(34,617)	1,025,306
2017-18 (3)	192,622	29,199	221,821	598,110	520,690	1,118,800	(36,540)	1,082,260
2018-19 (3)	197,024	30,012	227,036	629,087	551,304	1,180,391	(38,552)	1,141,840
2019-20 (3)	201,535	30,819	232,355	661,682	583,156	1,244,838	(40,656)	1,204,181
2020-21 (3)	206,119	31,647	237,766	695,928	616,842	1,312,770	(42,875)	1,269,895
2021-22 (3)	210,651	32,497	243,148	731,298	652,475	1,383,772	(45,194)	1,338,578
2022-23 (3)	215,249	33,339	248,587	768,422	689,500	1,457,922	(47,616)	1,410,306
2023-24 (3)	219,918	34,202	254,120	807,389	728,627	1,536,015	(50,166)	1,485,849
2024-25 (3)	224,698	35,088	259,785	848,346	769,974	1,618,319	(52,854)	1,565,465
2025-26 (3)	229,371	35,996	265,367	890,528	813,668	1,704,195	(55,659)	1,648,536
2026-27 (3)	234,108	36,894	271,002	934,755	859,011	1,793,765	(58,584)	1,735,181
2027-28 (3)	238,901	37,814	276,715	981,114	906,880	1,887,994	(61,662)	1,826,332
2028-29 (3)	243,800	38,757	282,556	1,029,785	957,418	1,987,203	(64,902)	1,922,301
2029-30 (3)	248,760	39,723	288,483	1,080,804	1,010,772	2,091,577	(68,311)	2,023,266
2030-31 (3)	253,780	40,714	294,494	1,134,277	1,067,100	2,201,377	(71,897)	2,129,480

(1) Reflects actual traffic and revenue experience.

(2) Assumes implementation of the 25 percent rate increase on January 4, 2009. FY 2008-09 contains six months of actual experience.

(3) Assumes implementation of a 3 percent rate increase on or about January 1 of the indicated year.

(4) Discounts and adjustments are based on actual experience in FY 2007-08 and reflect approximately 3.3 percent of gross toll revenue.

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DISCLAIMER

Current professional practices and procedures were used in the development of these findings. However, there is considerable uncertainty inherent in future traffic and revenue forecasts for any toll facility. There may sometimes be differences between forecasted and actual results caused by events and circumstances beyond the control of the forecasters. These differences could be material. Also, it should be recognized that traffic and revenue forecasts in this document are intended to reflect the overall estimated long-term trend. Actual experience in any given year may vary due to economic conditions and other factors.

Respectfully submitted,

WILBUR SMITH ASSOCIATES



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