NEW ISSUE – BOOK – ENTRY – ONLY **Ratings: (See "Ratings" herein)**

In the opinion of Co-Bond Counsel, under existing law, interest on the 2011 Bonds is excludable from gross income for federal income tax purposes and is not treated as an item of tax preference for purposes of the federal alternative minimum tax imposed on individuals and corporations. However, such interest is included in adjusted current earnings for purposes of the federal alternative minimum tax imposed on certain corporations (as defined for federal income tax purposes). Co-Bond Counsel is also of the opinion that, under existing law, the 2011 Bonds are exempt from personal property taxes in Pennsylvania, and the interest on the 2011 Bonds is exempt from Pennsylvania personal income tax and Pennsylvania corporate net income tax. For a more complete discussion, see "TAX MATTERS" herein.

PENNSYLVANIA TURNPIKE COMMISSION
$68,660,000 TURNPIKE REVENUE BONDS,
SERIES A OF 2011

Dated: Date of Delivery **Due: See inside cover**

The Pennsylvania Turnpike Commission, Turnpike Revenue Bonds, Series A of 2011 (the "***2011 Bonds***") are being issued pursuant to a Supplemental Trust Indenture No. 21 dated as of April 1, 2011 (the "***Supplemental Indenture No. 21***") to the Amended and Restated Trust Indenture dated as of March 1, 2001, and as previously amended and supplemented (together with the Supplemental Indenture No. 21, the "***Senior Indenture***"), between the Pennsylvania Turnpike Commission (the "***Commission***") and U. S. Bank, National Association, as trustee (the "***Trustee***"). The 2011 Bonds are being issued to provide funds to refund certain outstanding bonds of the Commission issued under the Indenture.

The 2011 Bonds will be dated the date of initial issuance and delivery thereof and will mature on December 1 of the years shown on the inside cover page. The 2011 Bonds will bear interest at the rates shown on the inside cover page hereof, calculated on the basis of a year of 360 days consisting of twelve 30-day months. The 2011 Bonds are being issued as current interest bonds. Interest on the 2011 Bonds is payable on each June 1 and December 1, commencing on June 1, 2011. The 2011 Bonds are deliverable in fully registered form and, when issued, will be registered in the name of Cede & Co., as nominee of The Depository Trust Company, New York, New York, which will act as securities depository for the 2011 Bonds. Beneficial ownership interests in the 2011 Bonds will be recorded in book-entry only form in denominations of $5,000 or any integral multiple thereof. Purchasers of the 2011 Bonds will not receive bonds representing their beneficial ownership in the 2011 Bonds, but will receive a credit balance on the books of their respective DTC Participants or DTC Indirect Participants. So long as Cede & Co. is the registered owner of the 2011 Bonds, principal of and interest on the 2011 Bonds will be paid to Cede & Co., as nominee of DTC, which will, in turn, remit such principal and interest to the Participants and Indirect Participants for subsequent disbursement to the Beneficial Owners, as described herein. The 2011 Bonds will be transferable or exchangeable to another nominee of The Depository Trust Company or as otherwise described herein. So long as Cede & Co. is the registered owner of the 2011 Bonds, payments of principal and interest on the 2011 Bonds will be made directly by the Trustee under the Senior Indenture, as described herein. See "DESCRIPTION OF THE 2011 BONDS – Book-Entry Only System." The 2011 Bonds will be subject to redemption prior to maturity as described herein.

THE 2011 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 2011 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 WHATSOEVER THEREFOR OR TO MAKE ANY APPROPRIATION FOR THE PAYMENT OF THE 2011 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.

The 2011 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 Reed Smith LLP, Philadelphia, Pennsylvania, and by Cohen and Grigsby, P.C., Pittsburgh, Pennsylvania, Co-Bond Counsel, and to certain other conditions. Certain legal matters will be passed upon for the Underwriters by Duane Morris LLP, Philadelphia, Pennsylvania, and McNees Wallace & Nurick LLC, Harrisburg, Pennsylvania, Co-Counsel for the Underwriters. Certain legal matters will be passed upon for the Commission by its Chief Counsel, Doreen A. McCall, Esquire, and by Dilworth Paxson LLP, Philadelphia, Pennsylvania, Disclosure Counsel to the Commission. It is anticipated that delivery of the 2011 Bonds in book-entry form will be made through the facilities of DTC in New York, New York on or about April 28, 2011.

RBC Capital Markets

Boenning & Scattergood, Inc. **Goldman, Sachs & Co.** **Loop Capital Markets**

BNY Mellon Capital Markets, LLC **Quoin Capital LLC** **Stifel, Nicolaus & Company, Incorporated**

This Official Statement is dated March 22, 2011.

$68,660,000
PENNSYLVANIA TURNPIKE COMMISSION,
TURNPIKE REVENUE BONDS, SERIES A OF 2011

Due Date December 1	Principal Amount	Interest Rate	Yield	Price	CUSIP* No.
2020	$15,925,000	5.00%	3.73%	110.158	709223D81
2021	16,725,000	5.00	3.90	109.466	709223D99
2022	17,565,000	5.00	4.07	108.522	709223E23
2023	8,445,000	4.00	4.24	97.673	709223E31
2023	10,000,000	5.00	4.24	107.352	709223E49

* Copyright 2011, American Bankers Association. CUSIP data herein is provided by Standard & Poor's, CUSIP Service Bureau, a division of the McGraw-Hill Companies, Inc. This data is not intended to create a database and does not serve in any way as a substitute for the CUSIP Services. CUSIP numbers are provided for convenience or reference only and no representation is made as to the accuracy of such CUSIP numbers. Neither the Commission nor the Underwriters take any responsibility for the accuracy of such CUSIP numbers. The CUSIP number for a specific maturity is subject to being changed after the issuance of the 2011 Bonds as a result of various subsequent actions including, but not limited to, a refunding in whole or in part of such maturity. Neither the Commission nor the Underwriters have agreed to, and there is no duty or obligation to, update this Official Statement to reflect any change or correction in such CUSIP numbers.

PENNSYLVANIA TURNPIKE COMMISSION

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 2011 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 2011 Bonds are not and will not be registered under the Securities Act of 1933, or under any state securities laws, and the Senior 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.

No quotations from or summaries or explanations of provisions of law and documents herein purport to be complete and reference is made to such laws and documents for full and complete statements of their provisions. This Official Statement is not to be construed as a contract or agreement between the Commission and the purchasers or holders of any of the securities described herein. Any statements made in this Official Statement involving estimates or matters of opinion, whether or not expressly, so stated, are intended merely as estimates or opinions and not as representations of fact. The cover page here, list of officials, this page and the Appendices attached hereto are part of this Official Statement.

If and when included in this Official Statement, the words "expects," "forecasts," "projects," "intends," "anticipates," "estimates," "assumes" and analogous expressions are intended to identify forward-looking statements, and any such statements inherently are subject to a variety of risks and uncertainties that could cause actual results to different materially from those that have been projected. Such risks and uncertainties which could affect the amount of tolls and other revenue collected by the Commission include, among others, changes in economic conditions and various other events, conditions and circumstances, many of which are beyond the control of the Commission. Such forward-looking statements speak only as of the date of this Official Statement. The Commission disclaims any obligation or undertaking to release publicly any updates or revision to any forward-looking statement contained herein to reflect any changes in the Commission's expectations with regard thereto or any change in events, conditions or circumstances on which any such statement is based.

IN CONNECTION WITH THIS OFFERING, THE UNDERWRITERS MAY OVER-ALLOT OR EFFECT TRANSACTIONS THAT STABILIZE OR MAINTAIN THE MARKET PRICE OF THE 2011 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 COMMISSION RESERVES THE RIGHT TO INCREASE THE SIZE OF THIS OFFERING SUBJECT TO PREVAILING MARKET CONDITIONS.

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 2011 BONDS IS MADE ONLY BY MEANS OF THIS ENTIRE OFFICIAL STATEMENT.

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OFFICIAL STATEMENT

PENNSYLVANIA TURNPIKE COMMISSION
$68,660,000
TURNPIKE REVENUE BONDS, SERIES A OF 2011

INTRODUCTION

This Official Statement, which includes the cover page, the inside front cover and the Appendices hereto, is furnished by the Pennsylvania Turnpike Commission (the "***Commission***") in connection with the issuance of $68,660,000 aggregate principal amount of Pennsylvania Turnpike Commission Turnpike Revenue Bonds, Series A of 2011 (the "***2011 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 SENIOR INDENTURE - DEFINITIONS OF CERTAIN TERMS." All references herein to the Enabling Acts (as defined below), the 2011 Bonds, the Senior Indenture and the Continuing Disclosure Agreement are qualified in their entirety by reference to the complete texts thereof. Copies of drafts of such documents, except for the Enabling Acts, may be obtained during the initial offering period from the principal offices of the Underwriters and thereafter, executed copies may be obtained from 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.

THIS OFFICIAL STATEMENT PROVIDES CERTAIN INFORMATION CONCERNING THE 2011 BONDS AS OF THE DATE OF THIS OFFICIAL STATEMENT. OWNERS AND PROSPECTIVE PURCHASERS OF THE 2011 BONDS SHOULD NOT RELY ON THIS OFFICIAL STATEMENT FOR INFORMATION CONCERNING THE 2011 BONDS ON AND AFTER ANY SUCH DATE, BUT SHOULD LOOK TO ANY REVISIONS, AMENDMENTS, SUPPLEMENTS OR SUBSTITUTIONS HEREOF FOR INFORMATION CONCERNING THE 2011 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, 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."

Senior Indenture and Enabling Acts

The 2011 Bonds are being issued pursuant to Supplemental Trust Indenture No. 21 dated as of April 1, 2011 (the "***Supplemental Indenture No. 21***") between the Commission and U.S. Bank National Association (successor to First Union National Bank), as Trustee, which supplements the Amended and Restated Trust Indenture dated as of March 1, 2001, between the

Commission and the Trustee (as previously amended and supplemented, and as supplemented by Supplemental Indenture No. 21, the "***Senior 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 December 7, 2010 (the "***Bond Resolution***").

Plan of Financing

The 2011 Bonds are being issued for the purpose of financing: (a) the advance refunding of the $16,355,000 December 1, 2020, $9,995,000 December 1, 2021, $25,225,000 December 1, 2022 and $18,970,000 December 1, 2023 maturities of the Commission's Turnpike Revenue Refunding Bonds, Series R of 2001 (the "***Series R Bonds***"); and (b) the payment of the costs of issuance of the 2011 Bonds.

DESCRIPTION OF THE 2011 BONDS

General

The 2011 Bonds will bear interest at fixed interest rates and will mature, subject to prior redemption, on the dates and in the amounts set forth on the inside front cover page of this Official Statement. Interest on the 2011 Bonds will accrue from their Dated Date and will be payable semi-annually to maturity (or earlier redemption) on each June 1 and December 1, commencing on June 1, 2011 (each an "***Interest Payment Date***").

The 2011 Bonds shall have a Series Issue Date which shall be the date of original issuance and first authentication and delivery against payment therefor. 2011 Bonds issued on or subsequent to the first Interest Payment Date following the Series Issue Date shall have a "Dated Date" which is the same as the Interest Payment Date next preceding the date of authentication hereof, unless such date of authentication shall be an Interest Payment Date to which interest on the 2011 Bonds has been paid in full or duly provided for, in which case they shall have a "Dated Date" which is the same as such date of authentication; provided that if, as shown by the records of the Trustee, interest on any of the 2011 Bonds shall be in default, 2011 Bonds issued in exchange for such 2011 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 such 2011 Bonds or, if no interest has been paid on such 2011 Bonds, the Series Issue Date of such 2011 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 2011 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 2011 Bonds or as referenced on the cover of this Official Statement.

Payment of Principal of and Interest on the 2011 Bonds. The principal of and interest on the 2011 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 all 2011 Bonds shall be payable by check at maturity or upon earlier redemption to the Persons in whose names such 2011 Bonds are registered on the Bond Register at the maturity or redemption date thereof, upon the presentation and surrender of such 2011 Bonds at the Principal Office of the Trustee or of any Paying Agent named in the 2011 Bonds.

The interest payable on each 2011 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 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 2011 Bonds are held by a Securities Depository, or at the written request addressed to the Trustee by any Owner of 2011 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 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 2011 Bonds on any given Interest Payment Date is the 15th day (whether or not a Business Day) of the month immediately preceding such Interest Payment Date.

Defaulted Interest with respect to any 2011 Bond shall cease to be payable to the Owner of such 2011 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 2011 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 2011 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 2011

Bond entitled to such notice at the address of such owner as it appears on the Bond Register not less than 10 days prior to such Special Record Date.

So long as the 2011 Bonds are in book-entry only form, the principal and redemption price of, and interest on, such 2011 Bonds is payable by check mailed or wire transferred to Cede & Co., as nominee for DTC and Registered Owner of the 2011 Bonds, for redistribution by DTC to its Participants and in turn to Beneficial Owners as described under "DESCRIPTION OF THE 2011 BONDS – Book-Entry Only System."

Authorized Denominations. The 2011 Bonds will be issued as fully registered bonds in authorized denominations of $5,000 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 2011 Bond shall be registered on the Bond Register shall be deemed and regarded as the absolute owner of such 2011 Bond for all purposes, and payment of or on account of the principal and interest on any such 2011 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 2011 Bond, including the interest thereon, to the extent of the sum or sums so paid.

Any 2011 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 2011 Bond a new 2011 Bond or 2011 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 Commissioner, the Securities Depository or 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 or exchange. The Trustee shall not be required to (i) transfer or exchange any 2011 Bond during a period beginning at the opening of business 15 days before the day of the mailing of a notice of redemption of such 2011 Bond and ending at the close of business on the day of such mailing, or (ii) transfer or exchange any 2011 Bond so selected for redemption in whole or in part, or (iii) transfer or exchange any 2011 Bond during a period beginning at the opening of business on any Record Date for such 2011 Bond and ending at the close of business on the relevant Interest Payment Date therefor. See also "DESCRIPTION OF THE 2011 BONDS - Book-Entry Only System" herein for further information regarding registration, transfer and exchange of the 2011 Bonds.

The 2011 Bonds provide that each Registered Owner, Beneficial Owner, Participant or Indirect Participant (as such terms are defined hereinafter) by acceptance of a 2011 Bond (including receipt of a book-entry credit evidencing an interest therein) assents to all of the provisions of the Senior Indenture.

Redemption of 2011 Bonds

***Optional Redemption*.** The 2011 Bonds maturing on December 1, 2023 and bearing interest at the rate of 4.00% per annum are subject to redemption prior to maturity at the option of the Commission at any time on or after December 1, 2021 as a whole or in part at a redemption price of 100% of the principal amount thereof to be redeemed, plus accrued interest to the redemption date. None of the other 2011 Bonds are subject to redemption prior to maturity.

***Selection of 2011 Bonds to be Redeemed*.** 2011 Bonds shall be redeemed only in Authorized Denominations. The particular 2011 Bonds within a maturity to be redeemed, in whole or in part, shall be determined by the Trustee by lot or by such other method as the Trustee deems fair and appropriate.

When 2011 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 2011 Bond of the minimum Authorized Denomination. If it is determined that a portion, but not all, of the principal amount represented by any 2011 Bond is to be selected for redemption, then upon notice of intention to redeem such portion, the Owner of such 2011 Bond or such Owner's attorney or legal representative shall forthwith present and surrender such 2011 Bond to the Trustee (1) for payment of the redemption price (including 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 2011 Bond or 2011 Bonds of the aggregate principal amount of the unredeemed portion of the principal amount of such 2011 Bond. If the Owner of any such 2011 Bond shall fail to present such 2011 Bond to the Trustee for payment and exchange as aforesaid, said 2011 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 30 days and not more than 60 days prior to the redemption date to each Registered Owner of the 2011 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. Official notice of redemption having been given as aforesaid, the 2011 Bonds or portions of 2011 Bonds so to be redeemed shall, on the redemption date, become due and payable at the redemption price specified therein, and from and after such date (unless the Commission shall default in the payment of the redemption price) such 2011 Bonds or portions of 2011 Bonds shall cease to bear interest.

As long as DTC remains the sole Registered Owner of the 2011 Bonds, notice of redemption shall be sent to DTC as provided in the Senior Indenture. 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 2011 Bonds called for redemption or of any other action premised on such notice. See "BOOK – ENTRY ONLY SYSTEM."

A redemption 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/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 redemption shall be of no effect if such moneys are not so deposited or if the notice is rescinded as described below.

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.

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 2011 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 2011 Bonds. The 2011 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 2011 Bond certificate will be issued in the aggregate principal amount of each maturity of the 2011 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 3.6 million issues of U.S. and non-U.S. equity, corporate and municipal debt issues, and money market instrument from over 121 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., NYSE Amex Equities, and the Financial Industry Regulatory Authority, 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 2011 Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the 2011 Bonds on DTC's records. The ownership interest of each actual purchaser of each 2011 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 2011 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 2011 Bonds, except in the event that use of the book-entry system for the 2011 Bonds is discontinued.

To facilitate subsequent transfers, all 2011 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 2011 Bonds with DTC and their registration in the name of Cede & Co. or such other nominee do not affect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the 2011 Bonds; DTC's records reflect only the identity of the Direct Participants to whose accounts such 2011 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 2011 Bonds may wish to take certain steps to augment transmission to them of notices of significant events with respect to the 2011 Bonds, such as redemptions, defaults, and proposed amendments to the security documents. For example, Beneficial Owners of 2011 Bonds may wish to ascertain that the nominee holding the 2011 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 2011 Bonds within a maturity are being redeemed, DTC's practice is to determine by lot the amount of the interest of each Direct Participant in such maturity to be redeemed.

Neither DTC nor Cede & Co. (nor such other DTC nominee) will consent or vote with respect to the 2011 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 2011 Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Payments of principal, premium, if any, and interest on the 2011 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. Payments of principal, premium, if any, and interest to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) are 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 2011 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, 2011 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, 2011 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 DIRECT OR INDIRECT 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 DIRECT OR INDIRECT PARTICIPANT OR OTHER NOMINEES OF SUCH BENEFICIAL OWNERS; (3) PAYMENT OR THE TIMELINESS OF PAYMENT BY DTC TO ANY DIRECT PARTICIPANT, OR BY ANY DIRECT OR INDIRECT 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 2011 BONDS; (4) DELIVERY OR

TIMELY DELIVERY BY DTC TO ANY DIRECT PARTICIPANT, OR BY ANY DIRECT OR INDIRECT 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 SENIOR INDENTURE TO BE GIVEN HOLDERS OR OWNERS OF BOOK-ENTRY 2011 BONDS; (5) THE SELECTION OF THE BENEFICIAL OWNERS TO RECEIVE PAYMENT IN THE EVENT OF ANY PARTIAL REDEMPTION OF BOOK-ENTRY 2011 BONDS; OR (6) ANY ACTION TAKEN BY DTC OR ITS NOMINEE AS THE REGISTERED OWNER OF BOOK-ENTRY 2011 BONDS.

In the event that the Book-Entry Only System is discontinued and the Beneficial Owners become Registered Owners of the 2011 Bonds, the 2011 Bonds will be transferable in accordance with the provisions of the Senior 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 39 mile section of the Mon/Fayette Project, encompassing segments between Interstate Route 70 and U.S. Route 40 in Washington County, the Pennsylvania/West Virginia border and Fairchance, Interstate Route 70 in Washington County and Pennsylvania Route 51 in Allegheny County and a portion of Uniontown to Brownsville in Fayette County; and a six mile segment of Southern Beltway, known as 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 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 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 543 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."

Revenue Sources of the Commission

Tolls. All rates, rents, fees, charges, fines or 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 Senior Indenture) constitute one of the Commission's three principal streams of revenues. The Tolls are pledged to secure the 2011 Bonds and the Commission's other outstanding turnpike revenue bonds issued under the Senior Indenture (collectively, the "***Turnpike Revenue Bonds***") and other parity obligations under the Senior Indenture (including certain interest rate swap agreements), which are subject to or may be issued under the terms of the Senior Indenture. There are currently $2,843,165,000 aggregate principal amount of Turnpike Revenue Bonds Outstanding under the Senior Indenture. In addition, the Commission has entered into various interest rate swap agreements with a total current notional amount of $2,122,851,675.68. 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 moneys 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 Subordinate Bonds. See "ADDITIONAL INDEBTEDNESS OF THE COMMISSION – Subordinate Bonds" and APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – The Pennsylvania Turnpike – Financial Policies and Guidelines."

Toll increases in the amount of 25% were implemented in 2009, 2010 and 2011, and the Commission implemented a 3% toll increase for E-ZPass and a 10% increase for cash customers together with other fee adjustments to commercial accounts effective January 1, 2011. Future toll increases will be determined by the Commission taking into account the amount necessary to meet the then existing debt and operational obligations of the Commission. For further discussion, see APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – The Pennsylvania Turnpike – Toll Schedule and Rates." See "Act 44", "ADDITIONAL INDEBTEDNESS OF THE COMMISSION – Subordinate Bonds" and APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – The Pennsylvania Turnpike – Act 44," for a description of the subordinate obligations and Special Revenue Bonds (as defined in Section 9511.2 of Act 44) 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 $799,436,246 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 2011 Bonds, other Turnpike Revenue Bonds, Subordinate 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 $436,140,000 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 2011 Bonds, other Turnpike Revenue Bonds, Subordinate 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, Act 44 was enacted 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, thus greatly expanding the Commission's previous focus on operating and improving the Turnpike. The General Assembly enacted Act 44 after considering transportation funding proposals, including the leasing of the Turnpike Mainline to a private party.

As more fully discussed in APPENDIX A, Act 44 obligated the Commission, among other things, to enter into an agreement with PennDOT to effectuate the provisions of Act 44 requiring the Commission to make substantial annual payments to PennDOT to provide funds for various transportation needs in the Commonwealth and granting the Commission the option to lease the Pennsylvania portion of Interstate 80 ("***I-80***") and to convert I-80 to a toll road (the "***Conversion***") subject to certain federal approvals and other conditions. The Commission and PennDOT entered into a Lease and Funding Agreement, dated October 14, 2007 (the "***Funding Agreement***"), pursuant to which the Commission is required to make certain payments to PennDOT in quarterly installments (which payments in Fiscal Year 2009-2010 totaled $900 million) and the Commission was granted the unilateral option to effectuate the Conversion at any time before the third anniversary of the Funding Agreement, which was October 14, 2010 (the "***Conversion Period***"), subject to extension as provided in the Funding Agreement. The term of the Funding Agreement is 50 years from its effective date, October 14, 2007.

The Federal Highway Administration's ("***FHWA***") approval of the tolling of I-80 was required in order for the Conversion to occur. On April 6, 2010, the FHWA denied the Commission's application to toll I-80. The Commission has not appealed the FHWA's decision and did not extend the Conversion Period during the notice period under the Funding Agreement or give notice of Conversion. See APPENDIX A for further discussion.

Act 44 provides that under certain circumstances, payments to PennDOT decrease to $450 million annually for the remaining term of the Funding Agreement. It is the Commission's position that the reduced payment of $450 million is effective beginning with Fiscal Year 2010-11. PennDOT has disputed this position arguing that the reduction to $450 million does not occur until Fiscal Year 2011-2012. See APPENDIX A – "THE PENNSYLVANIA TURNPIKE – The Pennsylvania Turnpike – Act 44" for a complete discussion of the status of the dispute, the remedies available to PennDOT under the Funding Agreement and a further description of the communications between PennDOT and the Commission regarding this dispute.

The resolution of these matters and the timing of such resolution is uncertain. Furthermore, legislation may be introduced that would affect the Commission and its obligations pursuant to Act 44. However, it is not possible to predict the nature or content of any legislation that may be introduced. See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – The Pennsylvania Turnpike – Act 44 and – Recent Developments and Future Legislation" for more detail. Consequently, the Commission may be required to make payments in amounts greater than $450,000,000 for the current Fiscal Year, but the likelihood of such higher payments cannot be determined at this time.

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, together with a "2010 Bring Down" letter from Wilbur Smith Associated dated March 30, 2010 and a "2011 Bring Down" letter from Wilbur Smith Associated dated February 22, 2011 (collectively, the "***Traffic Study***"). 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 then last toll increase, which took effect on August 1, 2004. The "2010 Bring Down" letter and the "2011 Bring Down Letter" incorporate events that have occurred since the Pennsylvania Turnpike 2009 Traffic and Revenue Update Study, including toll rate increases of 25% in January 2009, 3% in January 2010, and 3% (10% for cash customers) in January 2011, and the continuing effects of the current economic downturn. With respect to the ten-month period from March 2010 through December 2010, actual traffic experience outperformed estimates by 2.1% and actual toll revenue experience overperformed estimates by 3.6%. 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 $2.7 billion by Fiscal Year 2035-36, representing 5.6% annualized growth. At the time that the forecasts were developed, it was not known that the toll increase implemented in January 2011 would include a 10% increase for non E-ZPass customers; the assumption was for a three percent toll increase for all customers. Because of this difference in tolling, the January 2011 actual experience was not included in the comparison of actual and estimated traffic and revenue. As noted in the Traffic Study, the recovery in traffic and revenue has occurred sooner than originally estimated, particularly for commercial vehicles. The traffic forecasts made in the Traffic Study assume a positive growth through the end of Fiscal Year 2010-11 (with eight months actual experience), due largely to the economic recovery, and for Fiscal Year 2011-12. See "CERTAIN RISK FACTORS" and APPENDIX F – "TRAFFIC AND REVENUE STUDY." 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 Funding Agreement and Act 44. It does not, however, address the funding needs for the Mon/Fayette or Southern Beltway projects (see "CAPITAL IMPROVEMENTS – Mon/Fayette Expressway and Southern Beltway" in APPENDIX A hereto).

The Commission's Financial Plan for Fiscal Year 2011 indicates that in Fiscal Year 2010 it was able to meet all of its financial covenants and Act 44 obligations and was able to progress with its capital plan. Given the slow recovery of the economy, which is expected to continue to negatively impact both traffic and revenue, added snow removal costs associated with severe snow storms during the winter of 2010, and additional contributions required by the State Employee Retirement System, the Commission plans to continue the cost containment and efficiency measures it implemented within the past few years. These measures, together with future toll increases, are expected to allow the Commission to meet its financial covenants, Act 44 obligations, and capital needs during Fiscal Year 2011.

The Financial Plan for Fiscal Year 2011 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 for Fiscal Year 2011 makes certain assumptions, including future toll increases, to reach its conclusion that the financial covenants, Act 44 obligations and capital needs will be met beyond Fiscal Year 2011. Key among these assumptions is the Commission's ability to raise all tolls throughout the System. The Financial Plan for Fiscal Year 2011 reflects the full year effects of the 3% toll increase implemented in January 2010 and the partial year impacts of a planned toll increase of at least 3% in January 2011. The Financial Plan for Fiscal Year 2011 does not assume any tolling of I-80 and assumes a reduced level of funding obligations required by Act 44. No assurances can be made by the Commission with respect to the assumptions made or conclusions reached in any Financial Plan. A complete copy of the Financial Plan for Fiscal Year 2011 can be obtained by contacting the Commission. See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – The Pennsylvania Turnpike – Act 44" for more detail.

PLAN OF FINANCING

The 2011 Bonds are being issued for the purpose of financing: (a) the advance refunding of the $16,355,000 December 1, 2020, $9,995,000 December 1, 2021, $25,225,000 December 1, 2022 and $18,970,000 December 1, 2023 maturities of the Series R Bonds; and (b) the payment of costs of issuing the 2011 Bonds.

A portion of the proceeds of the 2011 Bonds will be deposited in escrow with the Trustee, invested in United States Treasury securities, and applied to the redemption of the refunded Series R Bonds on December 1, 2011.

The Commission intends to issue its Turnpike Revenue Bonds, Series B of 2011, concurrently with the 2011 Bonds. Such Series B of 2011 Bonds will be issued under the Senior Indenture in order to currently refund the Commission's Revenue Refunding Bonds, Series S of 2001.

ESTIMATED SOURCES AND USES OF FUNDS

SOURCES OF FUNDS	
Par Amount of 2011 Bonds	$68,660,000.00
Net Original Issue Premium	5,236,424.15
Transfer from Debt Service Fund	1,482,825.53
TOTAL SOURCES	$75,379,249.68
USES OF FUNDS	
Deposit to escrow fund for refunding of Series R Bonds	$74,739,929.17
Costs of Issuance[1]	639,320.51
TOTAL USES	$75,379,249.68

[1] Costs of Issuance include, but are not limited to, Underwriters' discount, Co-Bond Counsel fee, Underwriters' Co-Counsel fee and other legal fees, accounting fees, rating agency fees, printing expenses, Financial Advisor's fee and Trustee's fee.

SECURITY FOR THE 2011 BONDS

Security

The 2011 Bonds are limited obligations of the Commission. They are secured, along with the other outstanding Bonds and certain other Parity Obligations, under the Senior Indenture by the pledge by the Commission to the Trustee of (1) all Revenues (which includes all Tolls), (2) all moneys deposited into accounts or funds, other than the Rebate Fund, created by the Senior Indenture, (3) any insurance proceeds required to be deposited under the Senior Indenture, (4) all payments received pursuant to Parity Swap Agreements, and (5) all investment earnings on all moneys held in accounts and funds, other than the Rebate Fund, established by the Senior 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 MONEYS HELD IN THE REBATE FUND. ANY ADDITIONAL BONDS AND PARITY OBLIGATIONS ISSUED PURSUANT TO THE SENIOR INDENTURE (OTHER THAN SUBORDINATE INDEBTEDNESS) WILL BE EQUALLY AND RATABLY SECURED UNDER THE SENIOR INDENTURE, EXCEPT TO THE EXTENT SUCH ADDITIONAL BONDS ARE NOT DEBT SERVICE RESERVE FUND BONDS.

THE 2011 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 2011 BONDS.

Payments of the principal of and the interest on the Bonds, including the 2011 Bonds and 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 Senior Indenture, except to the extent that such Bonds are not Debt Service Reserve Fund Bonds. The 2011 Bonds are Debt Service Reserve Fund Bonds.

The Senior 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 Senior Indenture. See "SECURITY FOR THE 2011 BONDS – Additional Bonds Test" and APPENDIX C – "SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE."

Rate Covenant

The Commission has agreed in the Senior 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 Senior 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 pursuant to the Senior 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 2011 BONDS – General Reserve Fund" below for discussion of the rate covenant applicable to Subordinate Bonds under the Subordinate Trust Indenture, dated as of April 1, 2008, between the Commission and TD Bank, National Association, as successor trustee, as heretofore amended and supplemented (the "***Subordinate Indenture***").

The Commission's failure to meet the Rate Covenant shall not constitute an Event of Default under the Senior Indenture if (i) no Event of Default occurred in debt service payments on Bonds or other Parity Obligations 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 Senior 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 Senior 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 on Bonds or other Parity Obligations. 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 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 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 covenanted in the Senior 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, 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 or other Toll collection technologies, traffic management systems, and similar classifications. The Commission has covenanted in the Senior Indenture that it shall not grant free passage or reduced Tolls within a class, except in the limited manner permitted by the Senior 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 Commission employees and the Army, Air Force, Navy, Coast Guard, Marine Corps or militia or any branch thereof in time of war or other emergency. 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 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.

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 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 near as practicable, with the Trustee or in the name of the Trustee with a depositary or depositaries designated by the Commission and approved by the Trustee, to the credit of the Revenue Fund. The moneys in the Revenue Fund are to be held by the Trustee in trust and applied in accordance with the Senior Indenture.

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

(a) Rebate Fund;

(b) Operating Account;

(c) Debt Service Fund;

(d) Reserve Maintenance Fund;

(e) Debt Service Reserve Fund, if applicable; and

(f) 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 Senior Indenture until applied as set forth in the Senior 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).

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

(a) On or before the last business day preceding an Interest Payment Date, an amount which equals the interest due on such Interest Payment Date on any Bonds or Parity Obligations; provided, however, that in the case of any fixed rate 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 Senior Indenture on the next succeeding Interest Payment Date (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;

(b) 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 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 Senior 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

(c) 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 2011 Bonds are Fixed Rate 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 Fund, 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 Fund, as provided in any Supplemental Indenture.

If at the time the Trustee is required to make a withdrawal from the Debt Service Fund and 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, 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 Senior Indenture with respect to the Rebate Fund, the Operating Account and the Debt Service Fund, 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 Senior Indenture, 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 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 Senior Indenture for 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

A Debt Service Reserve Fund has been established under the Senior Indenture to provide additional security for Debt Service Reserve Fund Bonds. The 2011 Bonds are Debt Service Reserve Fund Bonds.

The Senior 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 Senior Indenture as being secured by the Debt Service Reserve Fund. See APPENDIX C – "SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE – THE SENIOR INDENTURE - Debt Service Reserve Fund" for information with respect to the Debt Service Reserve Fund under the Senior Indenture.

As a result of an amendment to the Senior Indenture effective November 9, 2010, the definition of Annual Debt Service was changed to provide for netting out of the cash subsidy payments received from the federal government attributable to Build America Bonds issued by the Commission in 2009 and 2010. This change reduced the debt service on such Build America Bonds which is taken into account in calculating the Debt Service Reserve Requirement and, therefore, reduced the amount required to be on deposit in the Debt Service Reserve Fund. Funds in excess of the Debt Service Reserve Requirement, in the amount of approximately $17,000,000, will be transferred to the General Reserve Fund at the direction of the Commission as provided by the Senior Indenture. The Commission expects to use those funds to make capital expenditures for items included in its Ten-Year Capital Plan.

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, 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. Moneys in the General Reserve Fund may be expended by the Commission to restore deficiencies in any funds or accounts created under the Senior 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 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 amount paid into the General Reserve Fund in each Fiscal Year after deducting any liquidity reserve or other required holdback or deposit then in effect 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 18 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 (or the Senior 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 Senior 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 and other Indebtedness under the terms of the Senior Indenture, having a parity lien on the Trust Estate, 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 Senior 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 Senior 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 Indebtedness 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 Subordinate Indebtedness is subordinate and junior in all respect to payment of all Bonds and other Parity Obligations incurred under the Senior Indenture so that the same is payable as to principal and interest once all other payments have been made under the Senior Indenture from amounts on deposit to the credit of the General Reserve Fund as long as prior to or contemporaneously with the incurrence there is delivered to the Trustee, 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 of the Bonds on the Revenues or (b) prior to, on a parity with or subordinate to, that of the Bonds on Other Revenues, in which event the Commission and the Trustee may establish such other accounts under the Senior 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 is delivered.

ADDITIONAL INDEBTEDNESS OF THE COMMISSION

Bonds and Other Parity Obligations

The Commission has previously issued Bonds and Notes under the terms of the Senior Indenture that have an equal claim to the Trust Estate with the 2011 Bonds. There are currently $2,841,280,000 aggregate principal amount of such Bonds Outstanding. See APPENDIX C – "SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE."

In addition to the Outstanding Bonds, the Commission has entered into various interest rate swap agreements with a total current notional amount of $2,122,851,675.68 that constitute Parity Swap Agreements under the Senior Indenture. Under the terms of the Senior 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 – The Pennsylvania Turnpike – Financial Policies and Guidelines" and APPENDIX C – "SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE."

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 Funding Agreement. The Commission has $2,919,531,713.25 of the Subordinate Bonds (the "***Subordinate Bonds***") outstanding under the Subordinate Indenture under the authorization of Act 44 to be paid solely from moneys released from the General Reserve Fund (such bonds are therefore subordinate to Bonds and other Parity Obligations under the Senior Indenture).

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. The Commission has not entered into any parity swap agreements under the Subordinate Indenture.

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 Senior Indenture. The Commission has no plans to issue any Subordinated Indebtedness under the Senior Indenture.

Under Act 44, the Commission may also issue up to $5 billion of Special Revenue Bonds (the "***Special Revenue Bonds***") which are subordinate to Parity Obligations issued under the Senior Indenture and to the Subordinate Bonds issued under the Subordinate Indenture. The Special Revenue Bonds authorized by Act 44 are subject to various limitations, including, among others, 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. The Commission issued its $187,816,151.30 Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Bonds, Series A of 2010 on July 28, 2010 and $105,299,433.00 Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Bonds, Series B of 2010 on October 28, 2010. The Commission intends to issue approximately $106,000,000 of Motor License Fund-Enhanced Subordinate Special Revenue Bonds at the end of April, 2011 and may issue additional Special Revenue Bonds in the future. See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – The Pennsylvania Turnpike – Act 44," 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 $799,436,246 and Registration Fee Revenue Bonds that are currently outstanding in the aggregate principal amount of $436,140,000. The Commission has entered into various interest rate exchange agreements (swaps) 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 2011 Bonds.

Upcoming Commission Financings

The Commission expects to issue Turnpike Subordinate Revenue Bonds, Series A of 2011, in April 2011, and Series B of 2011, in calendar year 2011, to fund certain grants to mass transit agencies, and Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Bonds, Series A of 2011, in April 2011, and Series B of 2011, in calendar year 2011, to make payments to PennDOT in accordance with Act 44 to fund various road, highway, bridge and capital projects, under the Subordinate Indenture. Those 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 2011 Bonds. The following is intended only as a summary of certain risk factors attendant to an investment in the 2011 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 2011 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 Senior 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 Senior Indenture may not be readily available or may be limited.

The various legal opinions to be delivered concurrently with the original delivery of the 2011 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 2011 Bonds. See APPENDIX A – "THE PENNSYLVANIA TURNPIKE COMMISSION – The Pennsylvania Turnpike – Recent Developments and Future Legislation" for more detail.

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, availability of alternate forms of travel and shipping, and government regulations, such as Clean Air Act requirements, increased mileage standards or higher fuel taxes, which could 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: (a) risk to the Commission's investment portfolio due to defaults or changes in market valuation of the debt securities of such institutions, (b) counterparty risk related to swaps used by the Commission to hedge its cost of funds; and (c) 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 and maintaining the System;
- Work stoppage, slowdown or action by unionized employees;
- Increased mass transit systems;
- 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, 2010 and May 31, 2009 are set forth in APPENDIX B – "AUDITED FINANCIAL STATEMENTS: 2010 AND 2009" 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.

VERIFICATION OF MATHEMATICAL COMPUTATIONS

The accuracy of the mathematical computations of the adequacy of the maturing principal amounts of and interest on the investments held in escrow to pay (1) interest when due on all refunded Series R Bonds and (2) the principal amount of and the applicable redemption premium with respect to the refunded Series R Bonds when due, will be verified solely as to mathematical accuracy by Causey Demgen & Moore Inc., independent certified public accountants.

CONTINUING DISCLOSURE

The Commission will enter into a Continuing Disclosure Undertaking for the benefit of the Registered Owners from time to time of the 2011 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 appropriate national repository (currently, EMMA, as hereinafter defined) within 180 days of the end of each fiscal year of the Commission commencing with the fiscal year ending May 31, 2010, 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: 2010 AND 2009" as well as a summary of any material legislative or regulatory developments affecting Act 44. 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, not to exceed ten business days after occurrence, with the Municipal Securities Rulemaking Board (the "***MSRB***") as set forth below, notice of the occurrence of any of the following events with respect to the 2011 Bonds: (i) principal and interest payment delinquencies; (ii) non-payment related defaults, if material; (iii) unscheduled draws on debt service reserves reflecting financial difficulties; (iv) unscheduled draws on credit enhancements reflecting financial difficulties; (v) substitution of credit or liquidity providers, or their failure to perform; (vi) adverse tax opinions, the issuance by the Internal Revenue Service (the "***IRS***") of proposed or final determinations of taxability, notices of Proposed Issue (IRS Form 5701-TEB) or other material notices or determinations with respect to the tax status of the 2011 Bonds or other events affecting the tax status of the 2011 Bonds; (vii) modifications to rights of holders of the 2011 Bonds, if material; (viii) 2011 Bond calls, if material; (ix) defeasances; (x) release, substitution, or sale of property securing repayment of the 2011 Bonds, if material; (xi) rating changes; (xii) tender offers; (xiii) bankruptcy, insolvency, receivership or similar proceeding of the Commission; (xiv) consummation of a merger, consolidation or acquisition involving the Commission or the sale of all or substantially all of the assets of the Commission, other than in the ordinary course of business, the entry of a definitive agreement to undertake such an action or the termination of a definitive agreement relating to such others, other than pursuant to its terms, if material; and (xv) appointment of a successor or additional trustee or the change of name of a trustee, if material.

The SEC requires the listing of (i) through (xv) in the preceding paragraph, although some of such events are not applicable to the 2011 Bonds. For example, items (iv) and (v) are not applicable to the 2011 Bonds because there is no credit enhancement providing for the payment of the 2011 Bonds.

The Commission shall file in a timely manner with the MSRB's Electronic Municipal Market Access System ("***EMMA***"), accessible at http://emma.msrb.org, which is currently the only national repository.

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 2011 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 2011 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 (presently only EMMA) and shall be sent to the Registered Owners of the 2011 Bonds.

The Disclosure Undertaking will recite that it is entered into for the benefit of the Registered Owners from time to time of the 2011 Bonds. For the purposes of the Disclosure Undertaking, for so long as the 2011 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 2011 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 2011 Bonds or the Senior 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 2011 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

Cohen & Grigsby, P.C., Co-Bond Counsel, and Duane Morris LLP and McNees Wallace & Nurick, LLC, Co-Counsel to the Underwriters, and Dilworth Paxson LLP, Disclosure Counsel, provide legal services to the Commission in various matters from time to time. Public Financial Management, Inc, Financial Advisor, and its affiliate PFM Asset Management, LLC are engaged to provide other services to the Commission.

UNDERWRITING

RBC Capital Markets, LLC, on behalf of itself and the other Underwriters shown on the cover hereof (the "***Underwriters***"), are expected to enter into a purchase contract (the "***Purchase Contract***") with the Commission pursuant to which the Underwriters will agree, subject to certain customary conditions precedent to closing, to purchase the 2011 Bonds from the Commission at a purchase price equal to $73,537,327.13 (representing the par amount of the 2011 Bonds plus a net original issue premium of $5,236,424.15 less an Underwriters' discount of $359,097.02).

Pursuant to the Purchase Contract, the Underwriters will be obligated to purchase all of the 2011 Bonds if any of such 2011 Bonds are purchased. The 2011 Bonds may be offered and sold to certain dealers (including the Underwriters and other dealers depositing such 2011 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) only after a public offering of the 2011 Bonds at the initial offering price. 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.

Loop Capital Markets LLC ("***Loop Capital Markets***"), one of the Underwriters of the 2011 Bonds, has entered into an agreement (the "***Distribution Agreement***") with UBS Financial Services Inc. ("***UBS***") for the retail distribution of certain municipal securities offerings at the original issue prices. Pursuant to the Distribution Agreement, Loop Capital Markets will share a portion of its underwriting compensation with respect to the 2011 Bonds with UBS.

Goldman, Sachs & Co. ("***Goldman Sachs***"), one of the Underwriters of the 2011 Bonds, has entered into a master dealer agreement (the "***Master Dealer Agreement***") with Incapital LLC ("***Incapital***") for the distribution of certain municipal securities offerings, including the 2011 Bonds, to Incapital's retail distribution network at the initial public offering prices. Pursuant to the Master Dealer Agreement, Incapital will purchase the 2011 Bonds from Goldman Sachs at the initial public offering price less a negotiated portion of the selling concession applicable to any 2011 Bonds that Incapital sells.

RATINGS

Moody's Investors Service, Standard & Poor's Rating Group, and Fitch Ratings, have assigned their municipal bond ratings of "Aa3", "A+", and "A+", respectively, in each case based on the long-term underlying municipal bond rating of the Commission for the 2011 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, Inc., 7 World Trade Center at 250 Greenwich Street, New York, New York 10007; Standard & Poor's Ratings Services, 55 Water Street, New York, New York 10041; and Fitch Ratings, One State Street Plaza, New York, New York 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 2011 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 2011 Bonds, or in any way contesting or affecting the validity of the 2011 Bonds or any proceedings of the Commission taken with respect to the offer or sale thereof, or the pledge or application of any moneys or security provided for the payment of the 2011 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 88 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.

The Commission has received from the Pennsylvania Office of the Attorney General (the "***PaAG***") a grand jury document subpoena requesting a broad range of information. The Commission is cooperating with the PaAG in connection with such request for information. The Commission also understands that several former employees have appeared before the grand jury. The nature of the inquiry is unknown at this point. It is not possible for the Commission to predict what effect this inquiry and its eventual outcome may have.

LEGAL MATTERS

Certain legal matters with respect to the 2011 Bonds will be passed upon by Reed Smith LLP, Philadelphia, Pennsylvania, and by Cohen and Grigsby, P.C., Pittsburgh, Pennsylvania, Co-Bond Counsel. A copy of the proposed form of opinion of Co-Bond Counsel which will be delivered with the 2011 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 Co-Counsel, Duane Morris LLP, Philadelphia, Pennsylvania, and McNees Wallace & Nurick, LLC, Harrisburg, Pennsylvania, and for the Commission by its Chief Counsel, Doreen A. McCall, Esquire, and Dilworth Paxson LLP, Philadelphia, Pennsylvania, Disclosure Counsel.

The various legal opinions to be delivered concurrently with the delivery of the 2011 Bonds express the professional judgment of the attorneys rendering the opinion as to the legal issues explicitly addressed therein. In rendering a legal opinion, the attorney does not become an insurer or guarantor of that expression of professional judgment, of the transaction opined upon, or the future performance of the parties to the transaction. In addition, the rendering of an opinion does not guarantee the outcome of any legal dispute that may arise out of the transaction.

FINANCIAL ADVISOR

The Commission has retained Public Financial Management, Inc., Philadelphia, Pennsylvania, as Financial Advisor with respect to the authorization and issuance of the 2011 Bonds. The Financial Advisor is 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. The Financial Advisor is an independent advisory firm and is not engaged in the business of underwriting, trading, or distributing municipal securities or other public securities.

TRUSTEE

The Commission has appointed U.S. Bank National Association (successor to First Union National Bank), Philadelphia, Pennsylvania, as the Trustee and Authenticating Agent under the Senior Indenture. The obligations and duties of the Trustee are as described in the Senior Indenture. The Trustee has not evaluated the risks, benefits or propriety of any investment in the 2011 Bonds, and makes no representation, and has reached no conclusions, regarding the validity of the 2011 Bonds, the security therefor, the adequacy of the provisions for payment thereof or the tax status of the interest on the 2011 Bonds. The Trustee has relied upon the opinion of Co-Bond Counsel for the validity and tax status of the interest on the 2011 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 2011 Bonds authenticated or delivered pursuant to the Senior Indenture or for the use or application of the proceeds of such 2011 Bonds by the Commission.

Under the terms of the Senior 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 Senior Indenture, the Trustee is not required to take notice, and is not deemed to have notice, of any default under the Senior Indenture (except for defaults in payment of debt service by the Commission), unless the Trustee has been specifically notified in writing of such default by the owners of at least 25% in aggregate principal amount of the Outstanding Bonds. In the absence of any such notice, the Trustee may conclusively assume no Event of Default exists. 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 Senior Indenture for a complete statement of the Trustee's rights, duties, obligations and immunities.

TAX MATTERS

Federal Tax Exemption

In the opinion of Co-Bond Counsel, under existing law, interest on the 2011 Bonds is excludable from gross income for federal income tax purposes and is not an item of tax preference for purposes of the federal alternative minimum tax imposed on individuals and corporations. However, such interest is includable in adjusted current earnings for purposes of the federal alternative minimum tax imposed on certain corporations (as defined for federal income tax purposes). For the purpose of rendering the opinion described in this paragraph, Co-Bond Counsel has assumed compliance by the Commission with the requirements of the Internal Revenue Code of 1986, as amended (the "***Code***") that must be met subsequent to the issuance of the 2011 Bonds in order that interest thereon be and remain excludable from gross income for federal income tax purposes. Failure to comply with such requirements could cause the interest on the 2011 Bonds to be included in gross income retroactive to the date of issuance of the 2011 Bonds.

The 2011 Bonds maturing on December 1, 2023 and bearing interest at the rate of 4.00% per annum have been sold with original issue discount (the "***OID Bonds***"). The difference between the principal amount payable at maturity of the OID Bonds and the initial offering price to the public (excluding bond houses and brokers), at which price a substantial number of the OID Bonds are sold ("***Original Issue Discount***"), also represents interest that is exempt from federal income taxation to the extent and as described above with respect to interest on the 2011 Bonds. Original Issue Discount will accrue over the term of an OID Bond at a constant interest rate compounded actuarially. A purchaser who acquires a OID Bond in the initial offering at a price equal to the initial offering price thereof as set forth in this Official Statement will be treated as receiving an amount of interest excludable from gross income equal to the Original Issue Discount accruing during the period such purchaser holds the OID Bond, and will increase such purchaser's adjusted basis in such OID Bond by the amount of such accruing Original Issue Discount for purposes of determining taxable gain or loss on the sale or other disposition of such OID Bond. The federal income tax consequences of the purchase, ownership and redemption, sale or other disposition of OID Bonds which are not purchased in the initial offering at the initial offering price may be determined according to rules which differ from those described above. Owners of OID Bonds should consult their own tax advisors with respect to the precise determination for federal income tax purposes of interest accrued upon the sale, redemption or other disposition of OID Bonds and with respect to the state and local tax consequences of owning and disposing of OID Bonds.

The 2011 Bonds maturing on December 1 of the years 2020, 2021 and 2022, and the 2011 Bonds maturing on December 1, 2023 and bearing interest at the rate of 5.00% per annum, have been sold with original issue premium (the "***Premium Bonds***"). The difference between the first price at which a substantial amount of the Premium Bonds is sold to the public and the stated redemption price at maturity constitutes to an initial purchaser amortizable bond premium which is not deductible from gross income for regular federal income tax purposes. The amount of amortizable bond premium for the taxable year is determined actuarially on a constant interest rate basis over the term of a Premium Bond. For purposes of determining gain or loss on the sale or other disposition of a Premium Bond, an initial purchaser who acquires such obligation in the initial offering to the public at the initial offering price is required to decrease such person's adjusted basis in such Premium Bond by the amount of amortizable bond premium for the taxable year. Holders of Premium Bonds should consult their tax advisors for an explanation of the amortization rules.

Ownership of the 2011 Bonds may result in collateral federal income tax consequences to certain taxpayers, including, without limitation, financial institutions, property and casualty insurance companies, individual recipients of Social Security or Railroad Retirement benefits, S corporations with "excess net passive income" and taxpayers who may be deemed to have incurred or continued indebtedness to purchase or carry the 2011 Bonds. Co-Bond Counsel express no opinion as to such collateral federal income tax consequences.

The opinion of Co-Bond Counsel on federal tax matters will be based upon and will assume the accuracy of certain representations and certifications, and compliance with certain covenants, of the Commission to be contained in the transcript of proceedings for the issuance of the 2011 Bonds and that are intended to evidence and assure that the 2011 Bonds are and will remain obligations the interest on which is excludable from gross income for federal income tax purposes. Co-Bond Counsel will not independently verify the accuracy of those certifications and representations or that opinion.

The Code prescribes a number of qualifications and conditions for the interest on state and local obligations to be and to remain excludable from gross income for federal income tax purposes, some of which require future or continued compliance after issuance of the obligations in order for the interest to be and to continue to be so excluded from the date of issuance. Noncompliance with these requirements by the Commission may cause the interest on the 2011 Bonds to be included in gross income for federal income tax purposes and thus to be subject to federal income tax retroactively to their date of issuance. The Commission has covenanted to take the actions required of it for the interest on the 2011 Bonds to be and to remain excludable from gross income for federal income tax purposes and not to take any actions that would adversely affect that exclusion.

Future legislation, if enacted into law, or clarification of the Code may cause interest on the 2011 Bonds to be subject, directly or indirectly, to federal income taxation, or otherwise prevent the owners of the 2011 Bonds from realizing the full current benefit of the tax status of such interest. The introduction or enactment of any such future legislation or clarification of the Code may also affect the market price for or marketability of the 2011 Bonds. Prospective purchasers of the 2011 Bonds should consult their own tax advisors regarding any pending or proposed federal tax legislation, as to which Co-Bond Counsel express no opinion.

The opinion of Co-Bond Counsel is based on current legal authority, covers certain matters not directly addressed by such authorities, and represents Co-Bond Counsel's judgment as to the proper treatment of the 2011 Bonds for federal income tax purposes. It is not binding on the IRS or the courts. Furthermore, Co-Bond Counsel cannot give and have not given any opinion or assurance about the future activities of the Commission, or about the effect of future changes in the Code, the applicable regulations, the interpretation thereof or the enforcement thereof by the IRS.

State Tax Exemption

In the opinion of Co-Bond Counsel, under existing law, the 2011 Bonds are exempt from personal property taxes in Pennsylvania, and the interest on the 2011 Bonds is exempt from Pennsylvania personal income tax and Pennsylvania corporate net income tax.

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THE FOREGOING IS NOT INTENDED AS AN EXHAUSTIVE DESCRIPTION OF THE PROVISIONS OF FEDERAL OR STATE TAX LAW OR OTHER FACTORS WHICH MAY HAVE AN EFFECT ON INDIVIDUALS AND CORPORATIONS HOLDING THE 2011 BONDS OR RECEIVING INTEREST THEREON. PROSPECTIVE PURCHASERS OF THE 2011 BONDS SHOULD CONSULT WITH THEIR TAX ADVISORS REGARDING THE EFFECT ON THEIR AFFAIRS OF HOLDING THE 2011 BONDS OR RECEIVING INTEREST THEREON, INCLUDING, BUT NOT LIMITED TO, THE EFFECT OF STATE AND LOCAL TAX LAWS.

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 given that any of the assumptions, forecasts or estimates contained herein will be realized.

The references herein to the Enabling Acts, the 2011 Bonds, the Senior Indenture, Supplemental Indenture No. 21, the Subordinate Indenture and the 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 2011 Bonds is to be construed as a contract with the holders of the 2011 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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<u>APPENDIX A</u>

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APPENDIX A[1]

THE PENNSYLVANIA TURNPIKE COMMISSION

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 (as defined herein). 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 the Department of Transportation of the Commonwealth of Pennsylvania ("***PennDOT***"). 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:

William K. Lieberman is the current Chairman of the Commission. He was appointed to serve as a Commissioner on July 1, 2010. Mr. Lieberman has been President of The Lieberman Companies, an insurance and pension provider, since 2003. He serves on the boards of AMPCO Pittsburgh and GENCO-ATC. A graduate of the Pennsylvania State University, State College, Pennsylvania, he is a University of Pittsburgh Trustee and former Chairman of the Manchester-Bidwell Corp., Pittsburgh. His term expires on July 1, 2014. [2]

A. Michael Pratt, Esq. is the current Vice Chairman of the Commission. He is a partner in the law firm of Pepper Hamilton LLP and was originally named to the Commission in June 2009, becoming the first African-American Commissioner in the Commission's 70-year history. Mr. Pratt joined Pepper Hamilton in 1986 and is a partner in the Philadelphia and Harrisburg offices as well as the first African-American member of the firm's executive committee. He is an active member of the Philadelphia, Pennsylvania and American Bar Associations and has served as the Chancellor of the Philadelphia Bar Association and President of the Barristers' Association of Philadelphia, an organization of African-American lawyers. He received a B.A. in Economics and English from Washington & Jefferson College, Washington, Pennsylvania, in 1981 and earned a law degree from Harvard Law School in 1985. His term expires on June 24, 2013.[2]

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[1] Capitalized terms used in this Appendix A and not otherwise defined have the meanings ascribed in the forepart or Appendix C of this Official Statement.

[2] Or until a successor is appointed and qualified.

J. William Lincoln is the current Secretary/Treasurer of the Commission. He was initially appointed to the Commission in May 2004 and reappointed in May 2009. Mr. Lincoln, who was a state Senator for 16 years, and Senate Majority Leader during his final term, also served as a state Representative for six years. Mr. Lincoln, of Uniontown, Pennsylvania, also was a member of the State Transportation Advisory Committee and a University of Pittsburgh Trustee. He attended Penn State University and is owner of Linc Consultants. His term expires on June 24, 2013.[3]

Pasquale T. Deon, Sr., an established businessman and lifelong resident of Bucks County, Pennsylvania, has served as a member of the Commission since 2002. Mr. Deon is Chairman of the Board for the Southeastern Pennsylvania Transportation Authority (SEPTA). He is also a service-industry entrepreneur involved in real-estate development, beverage distribution and construction services. He is the owner of WBCB-1490AM Radio, Levittown, Pennsylvania, and co-owner of Temperance House Restaurant & Inn, Newtown, Pennsylvania. His term expired on June 30, 2010.

Barry J. Schoch, P.E. is the Acting Secretary of Transportation and an ex officio member of the Commission. Mr. Schoch was nominated by Governor Tom Corbett to be the Secretary of Transportation. His nomination must be confirmed by the state Senate. Mr. Schoch, a Penn State University graduate with more than 25 years of experience in the engineering field, began his career with the Delaware Department of Transportation and worked for two private-sector firms before joining McCormick Taylor Inc., a Philadelphia based engineering-consulting firm, in 1995. He was Vice President for McCormick Taylor and Manager of its Harrisburg office Engineering Department when he accepted the Transportation Secretary position.

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, pursuant to Act 44, the Commission and PennDOT entered into a Lease and Funding Agreement dated as of October 14, 2007 (the "***Funding Agreement***") providing for substantial payments to PennDOT to provide funds for various transportation needs in the Commonwealth. See particularly "*The Pennsylvania Turnpike – Act 44 – Funding Agreement Between PennDOT and the Commission*" and "*– Act 44 Payments to PennDOT for Roads, Bridges and Transit*." Act 44 granted the Commission the right to lease that portion of I-80 within the Commonwealth and the option to convert such portion of I-80 to a toll road subject to certain federal approvals from the Federal Highway Administration ("***FHWA***"), which, as further discussed below, were not obtained. See "*The Pennsylvania Turnpike – Act 44 – Funding Agreement Between PennDOT and the Commission*" herein.

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

Roger E. Nutt was named Chief Executive Officer of the Pennsylvania Turnpike Commission on March 15, 2011, effective March 21, 2011. He brings extensive experience as chief executive at various other transportation agencies. Nutt served as executive director of both the New Jersey Turnpike

[3] Or until a successor is appointed and qualified.

Authority and the New Jersey Highway Authority. Before that, he was executive director of the New Jersey Transit Authority, executive director of the New Jersey Transportation Trust Fund, and assistant commissioner for finance and administration at the New Jersey Department of Transportation. He was also project director for the South Jersey Transportation Authority's $330 million Atlantic City-Brigantine Connector — a 2.5 mile expressway P3.

Craig R. Shuey was named Chief Operating Officer in January 2011. Prior to that time, he was Director of Government Affairs with the Commission. Before joining the Commission in August 2009, he served as executive director of the Commonwealth Senate Transportation Commission, a post he held for eight years. He also served as a representative on the Senate Transportation Commission and various advisory committees on areas such as air, rail, freight movement and safety.

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 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:

- the 359 mile Turnpike Mainline traversing the southern portion of Pennsylvania from east to west;
- the 110 mile north south section identified as the Northeast Extension;
- 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;
- the approximately 13 mile Amos K. Hutchinson Bypass which adjoins the Turnpike Mainline near the New Stanton Interchange;
- the 31 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

- the 6 mile Southern Beltway project from PA 60 to US 22.

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 Commission and the New Jersey Turnpike Authority.

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 C) 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 Parity Obligations (the Senior Revenue Bonds and the Parity Obligations, together with any 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. Currently, $2,843,165,000 aggregate principal amount of Senior Revenue Bonds are Outstanding under the Senior Indenture. Other Parity Obligations include, among other things, interest rate swaps and reimbursement and standby bond purchase agreements. No Subordinated Indebtedness is currently outstanding under the Senior Indenture.

The Tolls are not pledged to secure the Oil Franchise Tax Revenue Bonds (as defined below), the Registration Fee Revenue Bonds (as defined below) or the bonds and other obligations issued under the Subordinate Indenture (***"Subordinate Indenture Obligations"***). All Subordinate Indenture Obligations are subordinated to the payment of the Senior Indenture Obligations issued under the Senior Indenture. See "*Issuance of Bonds; Commission Payments.*"

The Commission may in the future, under the terms of the Senior Indenture, identify in writing certain roads, other than the Turnpike Mainline Section and the Northeast Extension, as not being part of the System for the purposes of the Senior Indenture which would eliminate toll revenues from these portions from the definition of Tolls under the Senior Indenture. However, the Commission currently has no plans to remove any roads from the System.

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 $799,436,246 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, any Subordinate Indenture Obligations 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 $436,140,000 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, Subordinate Indenture Obligations or the Oil Franchise Tax Revenue Bonds.

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

Future Financing Considerations. The Commission may issue additional bonds under the Senior Indenture and the Subordinate Indenture. In addition, 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 most recent toll increase was effective January 2, 2011. See "*Toll Schedule and Rates*" for further information. For the foreseeable future, the Commission anticipates that it will borrow substantial additional funds for purposes of funding capital expenditures for the System and payments under Act 44 and the Funding Agreement. Such borrowings are expected to be undertaken principally under the Senior Indenture and the Subordinate Indenture. Any 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 changes in traffic volume and gross fare revenues. See "CERTAIN RISK FACTORS" in the forepart of this Official Statement.

In addition, from time to time, legislation is introduced in the Pennsylvania General Assembly, with respect to Act 44 and otherwise, which may affect the Commission and, therefore, may affect certain of the assumptions made in the Official Statement. The Commission cannot predict if any such bills or other legislation will be enacted into law, or how any such legislation may affect the Commission's ability to pay debt service on its Senior Indenture Obligations and Subordinate Indenture Obligations. See "*Recent Developments and Future Legislation*."

Act 44

On July 18, 2007, Act 44 was enacted, creating a "public public partnership" between the Commission and PennDOT to provide funding for roads, bridges and transit throughout the Commonwealth. Under Act 44, the Funding Agreement was entered into by the Commission and PennDOT. Many of the terms of Act 44 are incorporated in the Funding Agreement. The term of the Funding Agreement is fifty years. See "*Funding Agreement Between PennDOT and the Commission*."

Funding Agreement Between PennDOT and the Commission. The Funding Agreement requires the Commission to make scheduled annual payments to PennDOT, payable in equal quarterly installments, to be used to provide funding for roads, bridges and transit. In Fiscal Year 2009-10 payments totaled $900 million. The Funding Agreement also granted the Commission the option to lease the portion of I-80 located in the Commonwealth from PennDOT upon the FHWA's approval of the conversion of such portion of I-80 into a toll road (the "***Conversion***"). The Funding Agreement granted the unilateral option to the Commission to effectuate the Conversion at any time before the third anniversary of the Funding Agreement, which was October 14, 2010 (the "***Conversion Period***"). Under the Funding Agreement, the Commission had the option to extend the Conversion Period for up to three one-year periods.

Pursuant to Act 44, on October 13, 2007 the Commission and PennDOT submitted a joint application to the FHWA for approval of the Conversion. On various dates, the FHWA asked for and the Commission and PennDOT provided the FHWA with additional information. On September 11, 2008, FHWA sent the Commission and PennDOT a letter stating that it could not approve the I-80 application at that time, primarily because of insufficient information concerning how rental payments for I-80 were determined and whether they were related to the true costs of the leasehold interest. The Commission and PennDOT submitted additional supplemental information to the FHWA in support of its I-80 application on October 29, 2009. The FHWA ultimately denied the amended application on April 6, 2010, finding that the proposed lease payments to PennDOT under the Funding Agreement would have the effect of diverting toll revenues collected from the operation of I-80 to projects on other facilities, which it stated was contrary to the permitted uses of toll revenue under the Transportation Equity Act for the 21st Century.

The Commission has not appealed the FHWA's decision and does not currently expect to do so. In addition, the Commission did not extend the Conversion Period during the notice period under the Funding Agreement or give notice of Conversion. Therefore, the Conversion Period lapsed on October 14, 2010 without the Commission effectuating Conversion. Although the Commission could appeal the FHWA's decision, the Commission does not currently have statutory authority to revive the Conversion Period or effect Conversion. Under existing law, all legal, financial and operational responsibility for I-80 remains with PennDOT.

Act 44 provides that under certain circumstances, payments to PennDOT drop to $450 million annually for the remaining term of the Funding Agreement. It is the Commission's position that the reduced payment of $450 million is effective beginning with Fiscal Year 2010-11. The Commission intends to pay this amount on a quarterly basis as provided in Act 44, and made such payments in the amount of $112.5 million each on July 29, 2010, October 28, 2010 and January 31, 2011. In addition, the Commission's obligation under Act 44 to make annual surplus payments of the General Reserve Fund Surplus (as defined in Act 44) at the end of each Fiscal Year has terminated.

On August 4, 2010, the Commission received a letter from PennDOT, executed by the then Secretary of Transportation (also the then Chairman of the Commission), in which PennDOT acknowledged receipt of the Commission's first quarterly payment for Fiscal Year 2010-2011 on July 29, 2010 in the amount of $112.5 million but stated that it was not aware of a basis for a reduction in the Commission's annual payment obligation to $450 million until the beginning of Fiscal Year 2011-2012 (the "***August 4th Letter***"). The August 4th Letter requested that the Commission provide a written legal analysis of the basis for the Commission's determination that the amount of its July 2010 payment is consistent with Act 44 and the Funding Agreement given that the two parties are apparently not in agreement on the required amount of such payment.

The Commission received a second letter from PennDOT, executed by the then Secretary of Transportation, dated August 16, 2010 (the "***August 16th Letter***"), stating that the payment received on July 29, 2010 was less than PennDOT believed was owed. The remaining amount owed for the first quarterly payment made in July 2010 was stated to be $118.125 million. PennDOT's stated position would apply to all Fiscal Year 2010-2011 quarterly payments so that the total amount in dispute is $472,500,000. Further, the August 16th Letter stated that PennDOT was invoking the remedies and sanctions available under Act 44 and the Funding Agreement, and that it was PennDOT's position that the August 4th Letter started the 45-day period under the Funding Agreement to cure the Commission's alleged failure to make the July 2010 quarterly payment required under the Funding Agreement. Because PennDOT has claimed that the Commission must pay the higher payment for Fiscal Year 2010-11, and the Commission disputes that claim, the Funding Agreement requires that the parties must enter into an informal dispute resolution process before pursuing other remedies. Assuming the 45-day period commenced on August 4, 2010, the 45-day period expired on September 18, 2010; however, if the Commission prevails in its position that invoking the informal dispute resolution procedures prior to September 18, 2010 tolled the cure period, the expiration of such period will be deferred (such 45-day period, as deferred, if applicable, the "***Cure Period***").

On August 31, 2010, the Commission sent PennDOT a response letter in which it disputed the claims made in the August 16th Letter and invoked the informal dispute resolution process. On September 16, 2010, PennDOT notified the Commission that it did not agree with the Commission's "characterization of the legal effect of our letters of August 4 and 16, 2010" and, pursuant to the Funding Agreement, named a "Designated Senior Person" to negotiate with the Commission under the informal dispute resolution procedures. PennDOT's Chief Counsel was named as its Designated Senior Person.

On September 24, 2010, the Commission notified PennDOT that it had designated its then CEO as its Designated Senior Person for negotiations pursuant to the Funding Agreement. The Commission has not yet appointed a replacement for its former CEO to serve as the Designated Senior Person for the Commission.

The Designated Senior Persons met on October 7, 2010. No resolution was reached at the meeting. No further discussions have occurred and no further discussions are currently scheduled.

If the Commission and PennDOT do not resolve the disagreement regarding the amount of the payments under Act 44 and the Funding Agreement due in Fiscal Year 2010-2011 during the Cure Period, the Funding Agreement provides that PennDOT may seek and receive, as its sole and exclusive remedy pursuant to the Funding Agreement, to have all actions of the Commission taken by a vote of the Commissioners passed by a unanimous vote of all Commissioners until such time as the payment, as agreed to by the Commission and PennDOT, is made. Under Act 44, a unanimous vote is not required if it would prevent the Commission from complying with covenants with "current bondholders, debt holders or creditors." The Funding Agreement does not refer to "current bondholders, debt holders or creditors," but provides that a unanimous vote is not required if it would prevent the Commission from complying with covenants with "bondholders, debt holders or creditors having such status as of the Effective Date" which under the Funding Agreement is defined as October 14, 2007.

The new administration of Governor Corbett has not yet advised the Commission of its position on this dispute. The resolution of these matters and the timing of such resolution is uncertain. There can be no assurance that PennDOT will not seek remedies in addition to the requirement of unanimous voting by the Commissioners. Furthermore, legislation may be introduced that could affect the Commission and its obligations pursuant to Act 44, however it is not possible to predict the nature or content of any legislation that may be introduced. See "*Recent Developments and Future Legislation*." Consequently, the Commission may be required to make payments in amounts aggregating more than $450 million for the current Fiscal Year, but the likelihood of such higher payments cannot be determined at this time.

Further, Act 44 provides that if the Secretary of the Budget notifies the Commission of a failure to make a payment to PennDOT under Act 44 and Funding Agreement, all actions of the Commission taken by a vote of the Commissioners shall be passed by a unanimous vote of all Commissioners until such time as the payment is made. However, a unanimous vote shall not be required if it would prevent the Commission from complying with certain covenants, as described above. The Commission was advised during the prior administration that the Office of the Budget of the Commonwealth might assert that the reduced annual payment obligation was not effective until Fiscal Year 2011-12 and that a higher amount, a maximum of $922,500,000, is payable in Fiscal Year 2010-11. To date, the Office of the Budget has not so asserted. It is not known what position the new administration will take regarding the payment dispute.

The Commission is required by the terms of the Funding Agreement and Act 44 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 Funding Agreement when due and other obligations of the Commission, and the Commission has covenanted in the Subordinate Indenture to set tolls at a level sufficient to meet its coverage obligations taking into account any additional debt incurred in order to make such payments. 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 I-80 toll revenues. However, if the Commission is required to make increased payments in Fiscal Year 2010-11, it is capable of doing so.

Act 44 Payments to PennDOT for Roads, Bridges and Transit. Act 44 provides that all required payments under the Funding Agreement 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. Pursuant to the Funding Agreement, the Commission's payments to PennDOT in prior Fiscal Years have been allocated as follows: deposits to the Motor License Fund to be available for road and bridge work in the amounts of $450 million in Fiscal Year 2007-08, $500 million in Fiscal Year 2008-09 and $500 million in Fiscal Year 2009-10; and deposits into the Public Transportation Trust Fund for distribution to Pennsylvania's local and regional public transportation agencies for operating and capital purposes in the amounts of $300 million in Fiscal Year 2007-08, $350 million in Fiscal Year 2008-09 and $400 million in Fiscal Year 2009-10. Notwithstanding the foregoing, no portion of the payments of the Commission to be deposited into the Public Transportation Trust Fund may be made with proceeds of Special Revenue Bonds. It is the Commission's position that its payment obligation is $450 million annually over the remaining term of the Funding Agreement, with $200 million to be deposited annually in the Motor License Fund to be available for roads and bridges and $250 million to be deposited annually in the Public Transportation Trust Fund to be available for transit. However, although the Commission intends to make payments totaling $450 million for Fiscal Year 2010-11, as discussed in "*Funding Agreement Between PennDOT and the Commission*," the resolution of the dispute with PennDOT and any potential dispute with the Office of the Budget of the Commonwealth may result in the Commission paying up to a maximum of $922,500,000 in Fiscal Year 2010-11.

Fifteen payments have been made under the Funding Agreement to date, in the aggregate amount of $2,837,500,000.

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 Funding Agreement, if applicable, the costs of construction, reconstructing, widening, expanding or extending I-80 or any other costs of I-80 and the System, (ii) certain amounts to PennDOT pursuant to the Funding Agreement 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 Funding Agreement, to be used exclusively for mass transit programs (provided that, pursuant to the terms of the Funding Agreement, the proceeds of any Special Revenue 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 Funding Agreement, 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 Funding Agreement and Act 44, except, pursuant to the terms of the Funding Agreement, that portion of the annual payment obligations to be deposited in the Public Transportation Trust Fund. See "*Statutory Limitations on the Incurrence of Special Revenue Bonds*" below. The Funding Agreement provides that the Commission is obligated to pay all debt service due with respect to the Special Revenue Bonds.

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 Trustee under the Subordinate Indenture (the ***"Subordinate Indenture Trustee"***), and it instructed the Trustee to pay to the Subordinate Indenture 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 Obligations under the Subordinate Indenture.

Accordingly, the Commission shall instruct and furnish a debt service schedule to the Trustee providing for the payment to the Subordinate Indenture 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 established under the Subordinate Indenture and to pay debt service on the outstanding Subordinate Indenture Obligations and all other payments required from time to time under the Subordinate Indenture and in a supplemental indenture to the Subordinate Indenture (the "Commission Payments").

Under the Subordinate Indenture, the Commission may, from time to time, issue additional bonds, including "Revenue Bonds" and "Special Revenue Bonds" (each as defined in the Subordinate Indenture), to help satisfy its payment obligations under Act 44. The Commission intends any long-term indebtedness to be issued under the Subordinate Indenture to be paid solely from Commission Payments. Such obligations, if issued, are subordinate to the Senior Revenue Bonds issued under the Senior

Indenture. Such Revenue Bonds will be parity obligations with the outstanding Revenue Bonds under the Subordinate Indenture. The Special Revenue 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. **APPENDIX E sets forth the existing debt service schedule for the Senior Revenue Bonds.**

Statutory Limitations on the Incurrence of Special Revenue 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. 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 Funding Agreement is in effect, and no such bond may be outstanding beyond the stated term of the Funding Agreement 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.

Should the Commission fail to timely make required debt service deposits for Special Revenue Bonds, the Subordinate Indenture Trustee shall proceed under the terms of Act 44 and a Memorandum of Agreement between PennDOT, the Office of the Budget of the Commonwealth and the Pennsylvania State Treasurer, dated July 16, 2010 (the "***MOA***") to notify PennDOT of such default, and PennDOT shall give notice to the Treasurer of the Commonwealth of such deficiency and request the payment of funds necessary to cure such deficiency only from funds available for such purpose in the Motor License Fund. The appropriation of money in the Commonwealth's Motor License Fund in respect of Special Revenue Bonds issued by the Commission under Act 44 is continuing and non-lapsing. 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 Special Revenue Bonds. Pursuant to the MOA, certain funds equal to maximum annual debt service on outstanding Special Revenue Bonds will be set aside (but not pledged) in the Motor License Fund for this purpose upon the issuance of Special Revenue Bonds. In connection with the issuance of the Commission's Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Bonds, Series A of 2010 and Series B of 2010, funds in such amounts were set aside in the Motor License Fund. The Commission is obligated pursuant to the Funding Agreement 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 Special Revenue Bonds. This reimbursement obligation is subject and junior to the payment obligations of the Commission under the Special Revenue Bonds.

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 status of the I-80 conversion and conducting an audit by the Auditor General every four years to be paid for by the Commission. Under Act 44 the Commission is also required to adopt a comprehensive code of conduct for Commissioners and executive level employees, which was adopted with an effective date of October 31, 2007. The Commission completed its Financial Plan for the 2010-11 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

"Introduction – Act 44 Financial Plan." The Commission expects the Auditor General to begin the audit required by Act 44 during the 2011 calendar year. See "*Budget Process*."

Recent Developments and Future Legislation

From time to time, legislation is introduced in the Pennsylvania General Assembly and Congress which may affect the Commission and, therefore, may affect certain of the assumptions made in the Official Statement. The Commission cannot predict if any such bills or other legislation will be enacted into law, or how any such legislation may affect the Commission's ability to pay the Senior Indenture Obligations and Subordinate Indenture Obligations.

State Legislation. Various bills were introduced during the 2009-10 legislative session on a range of proposals that would have impacted the Commission had they been enacted including: authorizing the Commission to toll all or portions of other Pennsylvania interstates; prohibiting the Commission from having the authority to toll I-80; dedicating up to $20 million in funds collected for certain fines and credited to the Motor License Fund to the Pennsylvania State Police for cadet training; authorizing public-private ventures and containing restrictions on the ability to enter into a lease that would transfer operational oversight of the System without additional legislative authorization; requiring the Commission to maintain its scheduled, increasing annual payments to PennDOT pursuant to Act 44 through Fiscal Year 2013-14 with an annual increase of 2.5%; increasing the Oil Company Franchise Tax; allowing private maintenance of state highways; adding two Commissioners to the board of the Commission and creating a Pennsylvania Turnpike Advisory Commission to advise the Commission on how best to toll interstates running through Pennsylvania. An additional bill would have authorized PennDOT to assume all powers and duties of the Commission that relate to the operation, maintenance, construction and reconstruction of the Pennsylvania Turnpike and related highways and receive all tolls and other money otherwise payable to the Commission, transferred all of the Commission's property to PennDOT, dissolved the Commission, and had the State Treasurer assume the Commission's bonds. Further proposed legislation called for the repeal of Act 44 and would have required the Commission to enter into a lease agreement with PennDOT relating to I-80 and authorized the Commission to reapply to the FHWA for approval to toll I-80. All bills introduced in the 2009-10 legislative session, including a Special Session on Transportation, expired on November 30, 2010.

To date during the 2011-12 legislative session, Senator John Rafferty introduced a bill that would allow the Commission, among other public entities, to enter public-private transportation partnerships for the construction of new infrastructure and facilities and for the lease of facilities through long-term agreements. This bill was reported out of the Transportation Committee to the Senate Appropriations Committee. A similar bill was introduced in the House by Representative Richard Geist and was referred to the Transportation Committee and was reported out as amended on March 7, 2011.

On February 9, 2011, Representative Jim Christiana served as primary sponsor in introducing legislation in the Pennsylvania General Assembly providing for the assumption by PennDOT of the operating functions of the Commission, for the assumption by the Commonwealth of the financing functions of the Commission, for transfer to PennDOT and the State Treasurer of certain assets of the Commission, and for the abolition of the Commission and the offices of Turnpike Commissioner. The bill was referred to the House Transportation Committee.

The Commission cannot predict what other legislation may be introduced during the 2011-12 legislative session or in the future or if any proposals may lead to the adoption of legislation that may affect the Commission.

Recent Correspondence from the Internal Revenue Service. The Commission received correspondence (the "***Letter***") from the Internal Revenue Service (the "***Service***") dated September 27, 2010; the Letter states that the Service "routinely examines municipal debt issuances to determine compliance." The Service requested certain documents and information with respect to the Commission's $275,000,000 Turnpike Revenue Bonds, Series A of 2009 (Federally Taxable-Issuer Subsidy-Build America Bonds) (the "***2009A Bonds***"), which were issued under the Senior Indenture. The Letter states "[a]t this time we [Service] have no reason to believe that . . . [the 2009A Bonds] fails to comply with any of the applicable tax requirements." The Commission provided the documents and information requested in the Letter and intends to continue to cooperate fully with the Service in the course of its examination.

Interchanges and Service Plazas

The 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 17 service plazas along the System providing gasoline and diesel fuel, other automotive supplies and services, and restaurant services. The Commission has entered into long term service plaza redevelopment agreements with HMSHost Restaurants, LLC and Sunoco, Inc. to design, reconstruct, finance, operate and maintain all of the service plazas. The Commission has no responsibility for maintaining the service plazas under the agreements. Since the Commission entered the agreements in 2005, seven rebuilt service plazas have opened and two more facilities are under construction and scheduled to reopen in May 2011. The two companies are expected to invest approximately $190 million in the project, at no cost to the Commission. The Commission received approximately $2.9 million in annual income under the service plaza agreements in 2009 and 2010, which is based on rental payments plus a percentage of revenue generated.

Additional Services

In addition to 820 field personnel in 22 facilities available to keep the roadway open and safe in the event of unfavorable road conditions, the Commission has a 24/7 Traffic Operations Center which monitors conditions on the System and provides emergency dispatch.

A Turnpike Roadway Information Program provides real-time data to drivers. Travelers are alerted to roadway conditions via Variable Message Signs, Highway Advisory Radio and alerts via email and mobile phone.

With funding from the Pennsylvania Department of Environmental Protection, the Commission built its first Truck Space Electrification (TSE) facility in 2010 at the New Stanton Service Plaza. The TSE provides service towers equipped with modules that fit into truck cab windows to provide heat, air conditioning, internet, TV and electrical power while the truck's engine remains off. The TSE will help operators of diesel trucks comply with new environmental regulations while relieving surrounding neighborhoods from noise and pollution from idling diesel engines.

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 Lanes*."

Between 1957 and 2008, the Commission implemented only five 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 thereafter. The Commission approved a toll increase in the amount of 3% which became effective on January 3, 2010. At its meeting on July 13, 2010, the Commission adopted several revenue enhancement measures that took effect on January 2, 2011. For EZPass users, tolls increased by 3%. For cash customers, tolls increased by 10% (rounded to the nearest $0.05). Annual fees for use of E-ZPass transponders increased from $3 per transponder to $6 per transponder. Finally, the commercial discount program, which provided for tiered discounts of 10%, 15% and 20% off published toll rates depending on total monthly fares, was adjusted to provide tiered discounts of 5%, 10% and 15%. These revenue enhancements will be used to provide funds for payments under the Funding Agreement and other Act 44 purposes, including funding of the Commission's capital expenditure program and normal operating expenditures.

Preliminary, unaudited traffic data for January, 2011 indicates a 4.1% increase in net fare revenue and a 2.7% decrease in traffic volume as compared to January 2010. For the month of February, 2011, the preliminary unaudited traffic data indicates a 20.7% increase in net fare revenue and a 12% increase in traffic volume as compared to February, 2010. It is too early to draw conclusions as to the impact of the toll increases implemented on January 2, 2011 based on this limited amount of data. Other factors that may have impacted traffic data and comparisons include severe winter storms in January, 2011 and February, 2010 economic conditions and gasoline price increases. For the nine-month period ended February, 2011, preliminary, unaudited traffic data indicates a 7.0% increase in net fare revenues and a 2.5% increase in traffic volume as compared to the nine month period ended February, 2010. See APPENDIX F- "TRAFFIC AND REVENUE STUDY" for a discussion of factors that may impact traffic volume and revenues.

The following Table I illustrates the current tolls and per mile rates applicable to each vehicle class for a trip on the Turnpike Mainline Section from Interchange 1 through Interchange 359.

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

		Cash		EZPass	
Vehicle Toll Class	Gross Vehicle Weight (Thousand Pound)	Toll Rate Effective 1/2011	Per Mile Rate	Toll Rate Effective 1/2011	Per Mile Rate
1	1-7	$ 28.00	$ 0.085	$ 26.19	$ 0.080
2	7-15	41.10	0.125	38.46	0.117
3	15-19	51.00	0.155	47.74	0.145
4	19-30	59.55	0.181	55.70	0.169
5	30-45	83.60	0.254	78.24	0.238
6	45-62	106.30	0.323	99.46	0.302
7	62-80	151.60	0.461	141.89	0.431
8	80-100	198.30	0.603	185.66	0.564
9	Over 100	1,124.55	3.418	1,052.95	3.200

Note: The above rates represent an "East West" trip for the ticket toll system between Warrendale (#30) and the Delaware River Bridge (#359) interchanges. The 30 mile Gateway to Warrendale roadway between Warrendale and the Ohio Turnpike has a barrier toll at the Gateway Mainline interchange (#2). For purposes of the Senior Indenture, the Mainline is the entire length of the roadway between Ohio and the Delaware River Bridge. The toll on the Gateway connector is payable only when traveling eastbound and is standard for all vehicles of a class, regardless of distance traveled. The cash rate as of January 2, 2011 is $4.30 for the first two axles, $8.55 for three axles, $12.80 for four axles, $17.00 for five axles and $21.30 for six axles. The E-ZPass rate is $3.98 for the first two axles, $7.96 for three axles, $11.94 for four axles, $15.91 for five axles and $19.89 for 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 and payments to PennDOT under the Funding Agreement.

Five Year Financial History

The following Tables II and III summarize the financial history of the System for the Fiscal Years from 2006 to 2010. 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 FINANCIAL STATEMENTS: 2010 AND 2009."

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

	Number of Vehicles			**Fare Revenues**				
Year Ended May 31:	Passenger	Commercial	Total	Passenger	Commercial	Total	Discount	Net Fare Revenues
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
2009	162,637	23,582	186,219	$354,642	$283,603	$638,245	$22,640	$615,605
2010	163,599	22,933	186,532	$407,368	$310,670	$718,038	$24,211	$693,827

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TABLE III
Summary of System Revenues and Operating Expenditures
Before Interest and Other Charges[4]
(000's Omitted)
Years Ended May 31

	2006	2007	2008	2009	2010
Revenues					
Net Toll Revenues	$588,637	$592,642	$598,926	$615,605	$693,827
Concession Revenues	8,486	3,877	3,212	3,087	2,868
Interest Income (non-bond proceeds)	8,400	13,142	13,566	9,903	8,071
Miscellaneous	12,484	11,925	17,699	14,855	13,337
Total Revenues	$618,007	$621,586	$633,403	$643,450	$718,103
Operating Expenditures					
Turnpike Patrol	$ 28,965	$ 30,735	$ 31,977	$ 34,127	$ 34,337
General & Administrative	15,438	16,670	19,870	18,492	15,942
Normal Maintenance	53,095	57,110	63,653	61,327	64,347
Employee Benefits & Other Misc. Items	41,833	46,112	65,865	79,563	77,565
Fare Collection	55,149	55,007	60,348	60,317	63,087
Traffic Services, Safety & Communications	37,339	37,872	37,295	39,008	41,071
Total Operating Expenditures	$231,819	$243,506	$279,008	$292,834	$296,349
Revenues less Operating Expenditures	$386,188	$378,080	$354,395	$350,616	$421,754
Annual Senior Debt Service Requirement	$ 97,654	$111,543	$126,058	$159,756	$139,360
Coverage Ratio	3.95	3.39	2.81	2.19	3.03
Annual Subordinate Debt Service Requirement				$12,066	$58,390
Coverage Ratio				2.04	2.13

[4] This summary of revenues and operating expenditures is not intended to present results of operations in conformity with generally accepted accounting principles.

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 Board of Commissioners 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 122 of 1988 also requires the Auditor General to conduct a financial and compliance audit of the Commission once every four years. The last compliance/performance audit pursuant to Act 122 was issued in June 2008. The compliance portion of the 2008 audit covered the period January 1, 2003 through December 31, 2005 and the financial portion covered the period May 31, 2002 through May 31, 2005. The Auditor General's office did not conduct its own four-year financial audit but reviewed audits and supporting documentation of the independent firm who audits the Commission's financial statements annually, including work papers for the four fiscal years ending May 31, 2002 through May 31, 2005. The audit made recommendations based on findings concerning safety, information dissemination and E-ZPass collections. The Commission responded to the Auditor General's findings and has taken steps to address certain issues raised in the audit. For further information see http://www.auditorgen.state.pa.us/Reports/Performance/Special/speTurnpike061308.pdf. The next audit by the Auditor General is expected to begin in 2011.

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 purpose of 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 PennDOT under Act 44 and the Funding Agreement 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[5]

The Commission's Investment Policy and Guidelines, adopted on June 6, 1997 and amended from time to time thereafter (the "***Investment Policy***"), sets forth the purpose, objectives and investment guidelines for eligible securities for the investment of financial assets of the Commission. Eligible securities include those that are consistent with the Senior Indenture. (See Note 4, "*Cash and Investments – Concentration of Credit Risk*" in the Notes to Financial Statements (Years Ended May 31, 2010 and 2009) in APPENDIX B for a discussion of the Commission's concentration of credit risk to particular issuers.)

The Investment Policy provides that appropriate benchmarks shall be developed for the various funds invested by the Commission and that the returns of the Commission's individual portfolio segments are to be compared to such benchmarks. Pursuant to the Investment Policy, the Commission's Investment Policy Committee must prepare an investment report for the Commissioners on a quarterly basis, including a management summary that provides a clear picture of the status of the current investment

[5] All investment and financial policies are subject to change at any time at the discretion of the Commission.

portfolio and transactions made over the latest reporting period. The report is to include investment performance and conformity with the Investment Policy.

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, ongoing evaluation and reporting of all debt obligations.

The Liquidity Standard Policy requires that the Commission maintain sufficient year-end fund balances to ensure levels of uncommitted reserves necessary to secure and protect its long-term debt and other financial obligations. Under this policy the Commission budgets and maintains cumulative fund balances, including balances in the Reserve Maintenance Fund and the General Reserve Fund, equal to the greater of maximum annual debt service on those bonds not secured by a debt service reserve fund or 10% of annual budgeted revenues.

The Debt Management Policy establishes parameters and provides guidance governing the issuance and management of Commission debt. It addresses such issues as usage of unhedged variable rate debt, rate covenants and limitations on additional bonds and disclosure.

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 aggregate principal 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:

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

Annual Swap Report. The Commission's Chief Financial Officer, in consultation with the Commission's Financial Consultant, 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 Governmental Accounting Standards Board ("***GASB***") or other applicable regulatory agencies.

The Commission has interest rate exchange agreements with respect to its Senior Revenue Bonds, Series 2001U, Series 2002A, Series 2006A, Series 2008 and Series 2009A as well as with respect to its Registration Fee Revenue Bonds, Series 2005 and Oil Franchise Tax Revenue Bonds, Series 2003 C. See "APPENDIX B – AUDITED FINANCIAL STATEMENTS: 2010 AND 2009." As of February 4, 2011, the aggregate market value of such Swaps to the counterparties thereto from the Commission (negative value to the Commission) was calculated to be approximately $59 million.

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.

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Credit Enhancement

Several series of the Commission's outstanding bonds have credit enhancement. These are:

Series	Maturity Range	Credit Enhancement	Expiration
$202,840,000 Pennsylvania Turnpike Commission Turnpike Multi-Modal Revenue Refunding Bonds, Series A-1 and Series A-2 of 2010	2035	Standby Bond Purchase Agreements for each series provided by JPMorgan Chase Bank, National Association	July 29, 2013
$50,000,000 Pennsylvania Turnpike Commission Turnpike Multi-Modal Revenue Bonds, Series C of 2008	2036 - 2038	Letter of Credit provided by Bank of America, N.A.	August 19, 2011
$398,330,000 Pennsylvania Turnpike Commission Turnpike Multi-Modal Revenue Bonds, Series B-1, Series B-2, Series B-3, Series B-4, Series B-5 and Series B-6 of 2008	2038	Letters of Credit for each series provided by Bank of America, N.A.	May 28, 2011
$231,425,000 Pennsylvania Turnpike Commission Registration Fee Revenue Refunding Bonds, Series B, Series C and Series D of 2005	2031 - 2041	Bond insurance provided by FSA. Standby Bond Purchase Agreements for each series provided by JPMorgan Chase Bank, National Association.	August 16, 2015

The Commission has issued requests for proposals for the renewal of the letters of credit for the Turnpike Multi-Modal Revenue Bonds, Series C of 2008 and Multi-Modal Revenue Bonds, Series B-1 through Series B-6 of 2008.

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, but 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 four interchanges and permit E-ZPass customers to travel through the toll plaza at highway speeds. In addition, E-ZPass customers traveling in fourteen 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 any 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 violations. Legislation passed in 2000 included enforcement provisions for E-ZPass, including, among other things, certain evidentiary presumptions with respect to whether the registered vehicle owner was the operator of the vehicle, procedures for notifying the vehicle owner of the violation charged and civil liability amounts of the vehicle owner for violations.

The Commission's annual revenues from E-ZPass users have increased to $449.56 million during the Fiscal Year ending May 31, 2010 from $389.46 million for the Fiscal Year ending May 31, 2009. The Commission's annual revenues from ticketed drivers (i.e., those not using E-ZPass) increased to $268.47 million during the Fiscal Year ending May 31, 2010 from $248.78 million for the Fiscal Year ending May 31, 2009. The Commission expects that E-ZPass usage will continue to increase. The use of electronic tolling has enhanced the overall efficiency of the Commission's toll collections operations and has resulted in a reduction in the number of required full-time and part-time toll collectors.

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 Department of Transportation; 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; Ohio Turnpike Commission; Port Authority of New York and New Jersey; Rhode Island Turnpike and Bridge Authority; South Jersey Transportation Authority; Virginia Department of Transportation; and West Virginia Parkways Authority.

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 2019, 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.

See "*Toll Schedule and Rates*" for a discussion of the January 2, 2011 toll revisions for EZPass customers.

In January 2011, the Commission began a yearlong feasibility study on the impact of converting the highway network to a cashless toll-collection system commonly known as All-Electronic Tolling.

All Electronic Interchanges

The Commission has constructed an all electronic tolling (AET) interchange near Fort Washington, Montgomery County designed for the exclusive use of E-ZPass customers. This AET interchange and other similar planned interchanges of this type are expected to reduce congestion at the System's busier interchanges and are expected to provide convenient access to industrial parks and job centers. An AET interchange is currently under construction at Route 29, six miles west of Valley Forge. Another AET interchange is currently in design at Route 903 in Carbon County. The Commission is considering the construction of AET interchanges in other growing areas as well.

E-ZPass Plus

In November 2009, the Commission began offering E-ZPass customers who meet specific criteria the ability to participate in E-ZPass Plus. E-ZPass Plus allows E-ZPass customers to use their transponder to pay for parking fees at participating facilities displaying the E-ZPass Plus logo.

Insurance

The Commission maintains All-Risk, Builder's Risk, Property, Workers' Compensation and General Liability insurance coverage and is self insured for Property, Workers' Compensation and General Liability claims.

For capital projects, the Commission maintains Builder's Risk Insurance that covers buildings and structures, including temporary structures, while being constructed, erected or fabricated on Commission property. This insurance provides coverage against risk of physical damage and/or loss (subject to policy exclusions) to all buildings and structures during construction. Upon completion, a project is then covered under an All Risk Insurance policy that has a $125 million per occurrence policy limit.

Deductibles range in amount depending on the line of coverage and the nature of the claim. For bridges, tunnels, overpasses, underpasses and viaducts, the deductible is $2 million. For buildings (including contents), toll plazas and equipment, warehouses and similar facilities, the deductible is $1 million.

For additional information, see Note 11 to "APPENDIX B – AUDITED FINANCIAL STATEMENTS: 2010 AND 2009."

Personnel and Labor Relations

As of March 1, 2011, the Commission employed 2,116 persons, consisting of 447 management employees, 1,550 union members and 119 temporary employees. Seventy-seven and one-tenth percent (77.1%) of all employees are engaged in maintenance, operations, and fare collection. In an effort to meet funding obligations and contain costs, in 2008 the Commission reduced overhead by eliminating vacant positions, offered early retirement incentives to eligible staff members, implemented a reduction-in-force program for positions no longer required and reduced salary and benefit expenses by cutting 15 management positions. Subsequently, the Commission also reduced overtime by permanently shifting schedules, implemented a management pay freeze during Fiscal Years 2009-10, 2010-11 and 2011-12, and reduced expenses. As a result, the Commission currently employs 427, or 16.7%, fewer employees than it did in 2002, the peak employment year over the past 10 years.

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

The State Employee's Retirement System of the Commonwealth ("***SERS***") is one of the nation's oldest and largest statewide retirement plans for public employees. SERS administers both a defined benefit plan and a defined contribution plan. The defined benefit plan is funded through a combination of employee contributions, employer contributions and investment earnings. The defined contribution plan (Commonwealth of Pennsylvania Deferred Compensation Program) is funded by voluntary employee contributions and investment earnings.

Substantially all employees of the Commission are covered by SERS. The costs of the defined benefit 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 SERS with assets sufficient to meet the benefits to be paid to the SERS members.

The Commission's retirement contribution, as a percentage of covered payroll, for all Class A[6] and Class AA[7] member 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 (Commonwealth's Fiscal Year)	Class A	Class AA
2011	3.29%	4.11%
2010	2.52%	3.15%
2009	2.64%	3.29%
2008	2.63%	3.28%
2007	2.59%	3.23%

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

Year Ended May 31	Commission Required Contribution (in millions)	Percent Contributed
2010	$4.0	100%
2009	$3.8	100%
2008	$3.7	100%
2007	$3.3	100%

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

On July 6, 2010, Pennsylvania Act 2010-46 was enacted which reduced the employer contribution rates for Fiscal Year 2010-11, thus reducing the Commission's contribution rates for the 2010-11 Fiscal Year from 3.80% for Class A employees and 4.75% for Class AA employees to 3.29% for Class A employees and 4.11% for Class AA employees. This rate reduction is only for one year.

6 Class A members are those members not assigned to one of the special class categories under SERS.

7 Class AA members are those who became members on or after July 1, 2001 and all Class A members who elected Class AA membership through Act 2001-9.

On November 23, 2010, Pennsylvania Act 120 of 2010 ("Act 120") was enacted. Under this legislation, effective January 1, 2011, benefit reductions are mandated for future SERS members, however benefits for current members are preserved. New employees are subject to a higher contribution rate, an increase in the vesting period from five to ten years, elimination of lump-sum withdrawals, and an increase to the normal retirement age to obtain full, unreduced pension benefits. Rather than the current full benefit provision of 35 years of credited service, new employees' age and combined years of service must equal 92, including a minimum of 35 years of credited service, before they may receive full benefits.

Act 120 also set limits on increases to employer contributions of 3% for the fiscal year ending June 30, 2012, 3.5% for the fiscal year ending June 30, 2013 and 4.5% each year thereafter until no longer needed. These limitations are intended to reduce spikes in employer contributions.

For more information on SERS, including Act 120, see the SERS website <http://www.portal.state.pa.us/portal/server.pt/community/pension_funding/19115> and the disclosure beginning on page 56 the Official Statement for the Commonwealth's General Obligation Bonds, Third Series B of 2010 (Taxable Build America Bonds-Issuer Subsidy), dated December 23, 2010, which may be found at <http://emma.msrb.org/ER432998-ER336649-ER732486.pdf>.

Other Post Employment Benefit Liabilities

The Pennsylvania Turnpike Commission Retiree Medical Trust (the "***Trust***") was established by the Commission to provide funding of other post-employment benefits ("***OPEB***" or the "***Benefits***").

The Benefits funded by the Trust include certain post-employment 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 Benefits also include certain post-employment 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 same coverage is provided to spouses of eligible retirees until the death of the retiree. Surviving spouses are required to contribute the full cost of coverage except for surviving spouses of management employees who retired after March 1, 2001. Medicare Parts A & B premiums are paid by the retiree, as are Medicare Part D premiums if this benefit is elected and applicable. Actuarial assumptions used for the actuarial valuation as of March 1, 2010 assumed that the average age at retirement is 61.7 and that all future eligible retirees will elect coverage under the health care benefits plans and considers likely participation by spouses of eligible employees. Benefit provisions and employee contributions are established and may be amended by the Commission.

The Commission established the Trust on May 30, 2007 as an irrevocable trust that is tax-exempt under the Internal Revenue Code. The Trust began making payments to benefit providers for retiree claims and related administrative fees in October 2008. Prior to that time, the Commission made such payments. Assets on deposit in the Trust for the year ended May 31, 2010 were approximately $66 million. For the year ended May 31, 2010, claims and administration expenses totaled approximately $8.9 million.

Historically, the Commission has funded its post-employment benefit liabilities on a pay as you go basis. In accordance with the pronouncements of the GASB applicable to the Commission, the Commission began reporting its unfunded actuarial accrued liabilities for 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 liability (the "***UAAL***") as of March 1, 2010 was $196,962,000, using an 8% discount rate and assuming that the annual required contribution would be invested in an irrevocable separate trust account.

The Commission has adopted a Retiree Medical Trust Funding Policy, effective September 17, 2008, 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 its annual operating budget. The Commission's annual required contributions for Fiscal Years 2010-11 and 2011-12, which includes the normal costs for the year, a component for the level dollar amortization of the total UAAL and a mid-year contribution interest component, are estimated to be $26.7 million and $28.8 million, respectively. The annual required contribution for Fiscal Year 2009-10 was $29.1 million. The Commission is required, pursuant to GASB rules, to have biennial actuarial valuations of its OPEB obligations.

The Trust's financial statements are not included in the financial statements of the Commission. For additional information regarding the Benefits and the Trust, see Note 10 to "APPENDIX B – AUDITED FINANCIAL STATEMENTS: 2010 AND 2009."

Commission Office of Inspector General

In 2009, an Office of Inspector General (OIG) within the Commission was created to further maintain public confidence, integrity and efficiency at the Commission. The OIG has conducted numerous investigations of fraud, waste, abuse and misconduct that have resulted in the termination of Commission employees and a vendor contract. When appropriate, the OIG refers cases to law enforcement authorities for possible criminal prosecution. The Inspector General is an employee of the Commission.

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.

System Maintenance and Inspection

The Commission's engineering and maintenance staff performs maintenance on and repairs to the System. In addition, the Commission also uses staff and consultants to perform periodic inspections of the System. Pursuant to Section 705 of the Senior Indenture, the Commission must arrange for the System to be inspected at least once every three years by engaging one or more consultants to conduct inspections and prepare a report. The report must state (a) whether the System has been maintained in good repair, working order and condition since the last inspection report and (b) any recommendations which such consultants may have as to revisions or additions to the Commission's annual capital budget. The most recent inspection report, the Consulting Engineer's 70th Annual Report: Maintenance and Operation of the Pennsylvania Turnpike System, dated, July 2010, was prepared by Michael Baker Jr., Inc. (the "***Engineer's Report***").

Based on reviews performed by others as well as their own observations, the Engineer's Report found "that, in spite of its age, the overall System is in satisfactory condition. Many elements have outlived their useful life and are in need of replacement, foremost of which is the roadway."

The following summarizes certain information found in the Engineer's Report.

Roadway

A top priority of the Commission is to reconstruct the System roadways from the ground up, completely removing all original pavement and sub base and replacing it with an entirely new roadway, including all facets of the highway such as barriers and guide rails, noise and retention walls and drainage systems. To date, the Commission has rebuilt approximately 73 miles of roadways and bridges and widened much of the roadway to six lanes. An April 2010 Pavement Condition Survey indicates the average rating for System roadways was 88.8 (100 maximum), which was consistent with recent years. International Roughness Index (IRI) measurements support these results. Further, no roadway segments exceeded established criteria for skid resistance and rutting. The average age of the base pavement is 40 years.

Bridges

The percentage of structurally deficient bridges for 2009 was 7.4%, or 63 out of 855 bridges inspected, as compared to 8.7% in 2008, or 74 out of 846 bridges inspected. A structurally deficient bridge typically requires significant maintenance and repair to remain in service and eventual rehabilitation or replacement to address deficiencies. Structural deficiency is an indication of a bridge's overall status in terms of structural soundness. The fact that a bridge is classified as structurally deficient does not imply that it is unsafe. The number of structurally deficient bridges is trending downward and the percentage is below the national average for similar systems. However, 43 of those bridges which received a satisfactory rating are either unfunded or only funded for design. The Commission is closely monitoring these structures to assure that they are maintained in a satisfactory condition while additional funding is considered.

Tunnels

The ten System tunnels vary in age from 19 to 70 years, therefore the Commission is focusing on the maintenance and rehabilitation of the mechanical, electrical and structural elements of the tunnels. Creation of a Tunnel Management Committee, which is represented by all of the Commission's functional departments, has improved identification of concerns that need to be monitored.

Toll Facilities

The overall condition of toll facilities that provide access to the System is fair to good.

Ten Year Capital Plan

The Commission has a Ten Year Capital Plan for its facilities and equipment (exclusive of the I-95 Interchange, Mon/Fayette and Southern Beltway projects), consisting of the Highway Program, Technology Program, Fleet Equipment and Facilities and Energy Management Operations, which it updates each year. The current Ten Year Capital Plan for Fiscal Year 2010-2011 is discussed below. See also Exhibit I attached hereto for budget allocations by program. The current capital-spending plan calls for investment of $4.5 billion over the coming decade and will support approximately 11,700 jobs each year for the next 10 years.

The Highway Program consists of roadway, bridge, tunnel and toll plaza/interchange projects. The Technology Program consists of toll collection, communication, and other electronic information management projects. The Fleet Program funds rolling stock that is required to maintain the system. The Facilities Program consists of buildings 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 Turnpike 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 72 miles of total reconstruction has been completed and approximately 14 miles are currently in construction. Reconstruction from Gateway Interchange (Milepost 1.5) to the New Castle/Beaver Falls Interchange (Milepost 10) as well as 5 miles in the Carlisle area (milepost 210-215) was completed in 2009. Total reconstruction projects from Irwin Interchange (Milepost 67.0) to New Stanton Interchange (Milepost 75.0) and from Milepost 31 to Milepost 38 are currently under construction. The Commission currently plans to spend approximately $1.8 billion on total reconstruction projects and about $1 billion on various bridge and tunnel projects over the next ten years. The Commission plans to reconstruct approximately 10 miles of roadway per year.

The replacement of the Lehigh River and Pohopoco River Bridges on the Northeast Extension and the replacement of the Allegheny River Bridge are both major bridge projects currently under construction. The replacement of the Gettysburg, Lebanon/Lancaster and Harrisburg East Toll Plazas were all completed in 2008.

The Technology Program includes funding of $190 million over the next ten years to address the Commission's technology needs including toll collection projects, communication, application development and technical operational needs. One of the primary initiatives of the 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 processes supported by multi module application software with a centralized data repository.

The Fleet Program includes funding of $77 million to purchase rolling stock to insure adequate maintenance of the roadway system.

The Facilities and Energy Management Program includes funding of $178 million to repair and replace the aging facilities of the Commission. This commitment will ensure that major equipment and facilities are in good repair to support ongoing Turnpike operations.

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.

The remaining 7 miles of the Uniontown to Brownsville Project of the Mon/Fayette Expressway is now under construction and is scheduled to open in 2013. A 26 mile section of the Mon/Fayette Expressway, extending from Pennsylvania Route 51 to Interstate Route 376 in Pittsburgh, received environmental clearance in December 2004. Final design through design field view has been completed. Additional design, right-of-way acquisition and construction cannot progress 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. Further advancement of the US 22 to I-79 project cannot proceed until additional funding is identified.

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 which will be funded by Oil Franchise Tax Revenues and Registration Fee Revenues.

The Commission has no legal obligation to complete the unfinished portions of the Mon/Fayette Expressway and Southern Beltway projects at this time. However, the Commission has considered 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 (the "***Request***") to complete such projects. The Commission received and evaluated three responses and conducted oral interviews with all respondents in March 2009. Since that time, a number of significant events have occurred. World financial markets have become more uncertain resulting in less credit available to fund public-private partnership ("***PPP***") projects, proposed federal regulations for transportation PPP projects are more stringent, the content of future federal transportation and tax legislation is unclear, and a number of transportation PPPs nationwide have received no responses or have not been consummated. As a result of the evaluation of the three responses to the Request and the significant events listed above, the Commission will not move forward with a Request for Proposals at this time.

I-95 Interchange

I-95 was completed in 1969 without an interchange connecting it to the Turnpike. Interstate travelers must either by-pass the Philadelphia area entirely or exit the interstate system and navigate a complex system of local roadways to access I-95 again in New Jersey.

The Commission is currently in the first of three phases of its Pennsylvania Turnpike/I-95 Interchange Project (the "***Interchange Project***"). The main objectives of the Interchange Project are to improve the linkage between I-95 and the Turnpike to create continuity in the interstate system, relieve congestion on local roads which are currently used by travelers to make the connection between I-95 and the Turnpike, create additional capacity on the Turnpike and I-95 to accommodate the transfer of traffic from the local roadway system, and improve travel times through the interchange area.

The first phase of the Interchange Project includes preparatory work and construction of a portion of the interchange between I-95 and the Turnpike Mainline, including northbound I-95 to the eastbound Turnpike Mainline and southbound I-95 to the westbound Turnpike Mainline, and is expected to be completed by the end of 2012. The second phase will include the completion of the reconstruction and widening of the remaining interchange connectors. The third phase will be the construction of an additional bridge over the Delaware River.

Exhibit I

Pennsylvania Turnpike Commission
Fiscal Year 2010-2011Ten Year Capital Plan - Annual Program Detail
(In Millions of $)

Program	Category	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	TOTALS	% of Total
Highway	Roadway/Safety	63.7	62.4	41.4	40.9	53.5	51.3	50.3	50.9	52.7	54.5	521.5	11.5%
Highway	Bridge,Tunnels & Misc Structure	92.5	48.8	84.9	113.2	82.7	79.2	137.7	164.8	149.5	108.4	1,061.7	23.4%
Highway	Total Reconstruction	152.3	201.1	171.2	200.7	214.8	212.7	158.2	129.8	158.8	224.6	1,824.1	40.2%
Highway	Interchange	27.4	29.7	44.5	28.2	21.6	29.2	30.8	31.2	15.8	9.5	267.9	5.9%
Highway	Highway Miscellaneous	26.4	17.4	14.9	15.5	16.3	17.2	18.3	19.3	20.1	21.0	186.4	4.1%
Highway	Facilities - Design	12.6	40.9	43.4	15.1	24.7	24.0	22.7	21.9	21.2	-	226.6	5.0%
Highway	**Total Highway**	**374.8**	**400.2**	**400.2**	**413.6**	**413.6**	**413.6**	**418.0**	**418.0**	**418.0**	**418.0**	**4,088.1**	90.2%
Facilities Energy Management Operations	Re-capitalization	1.6	3.4	0.4	-	-	-	-	-	-	-	5.4	0.1%
Facilities Energy Management Operations	Sustainment	10.9	10.6	11.7	12.2	12.6	13.1	13.5	14.0	14.5	15.0	128.0	2.8%
Facilities Energy Management Operations	Compliance	4.7	4.6	4.2	4.4	4.6	2.4	2.5	2.5	2.6	2.7	35.3	0.8%
Facilities Energy Management Operations	New Energy Initiative	1.6	0.3	3.5	3.5	-	-	-	-	-	-	8.9	0.2%
Facilities Energy Management Operations	**Total FEMO**	**18.8**	**18.9**	**19.8**	**20.1**	**17.2**	**15.4**	**16.0**	**16.5**	**17.1**	**17.7**	**177.6**	3.9%
Fleet Equipment	Fleet Equipment	8.6	9.2	9.1	6.9	8.7	8.7	8.6	8.7	8.6	-	77.0	1.7%
Fleet Equipment	**Total Fleet Equipment**	**8.6**	**9.2**	**9.1**	**6.9**	**8.7**	**8.7**	**8.6**	**8.7**	**8.6**	-	**77.0**	1.7%
Technology	Functional Business Software	5.0	8.1	12.8	13.4	23.6	11.5	12.1	12.9	13.8	11.6	124.7	2.8%
Technology	Infrastructure HW / SW	6.3	6.4	4.2	4.2	4.6	4.7	5.1	5.0	5.5	2.8	48.8	1.1%
Technology	Toll Collect / Operations	6.5	4.6	1.4	1.4	0.6	0.6	0.6	0.6	0.7	-	17.0	0.4%
Technology	**Total Technology**	**17.8**	**19.1**	**18.4**	**19.1**	**28.7**	**16.8**	**17.8**	**18.5**	**19.9**	**14.4**	**190.6**	4.2%
Total Capital Plan		**420.0**	**447.5**	**447.6**	**459.6**	**468.3**	**454.5**	**460.4**	**461.7**	**463.6**	**450.1**	**4,533.3**	100.0%

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APPENDIX B

AUDITED 2010 AND 2009 FINANCIAL STATEMENTS

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Comprehensive Annual Financial Report

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania
Fiscal Years Ended May 31, 2010 and 2009

Ernst & Young LLP

Ernst & Young

Pennsylvania Turnpike Commission

A Component Unit of the Commonwealth of Pennsylvania

Comprehensive Annual Financial Report

Fiscal Years Ended May 31, 2010 and 2009

Prepared by:

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Pennsylvania Turnpike Commission

A Component Unit of the Commonwealth of Pennsylvania

Comprehensive Annual Financial Report

Fiscal Years Ended May 31, 2010 and 2009

Contents

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Introductory Section

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October 14, 2010

To the Bondholders of the Pennsylvania Turnpike Commission:

Introduction

The comprehensive annual financial report of the Pennsylvania Turnpike Commission (Commission) for the fiscal year ended May 31, 2010, is hereby submitted. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests with the Commission. To the best of our knowledge and belief, the enclosed data are accurate in all material respects and are reported in a manner designed to present fairly the financial position, changes in financial position, and cash flows of the Commission. All disclosures necessary to enable the reader to gain an understanding of the Commission's financial activities have been included.

The Pennsylvania Turnpike 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 and presents its financial statements on the accrual basis of accounting. There were no other entities that would potentially qualify for inclusion in the Pennsylvania Turnpike Commission's financial reporting entity under accounting principles generally accepted in the United States.

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 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 Commonwealth of Pennsylvania's Secretary of Transportation. The others are appointed by the Governor with the approval of the Senate.

Turnpike System

The present Pennsylvania Turnpike System is composed of a 359-mile mainline section traversing the southern portion of Pennsylvania from east to west identified as the Turnpike Mainline and a 111-mile north-south section identified as the Northeast Extension. A north-south connection, known as the Beaver Valley Expressway, is approximately 16 miles in length and intersects the Turnpike Mainline. The Amos K. Hutchinson Bypass is approximately 13 miles in length and adjoins the Turnpike Mainline near the New Stanton Interchange. The Mon/Fayette Expressway consists of an initial six-mile section from U.S. 40 to I-70 which was opened as part of the Pennsylvania Turnpike System in 1990. The eight-mile Mason-Dixon link of the Mon/Fayette Expressway was opened on March 1, 2000, and a four-mile section, from Interstate 70 to Coyle Curtain Road, was opened on May 11, 2001. A 13-mile section of the Mon/Fayette Expressway, connecting I-70 to SR 51, was opened in April 2002. An eight-mile section from Uniontown to Brownsville was opened in October 2008. When completed, the Mon/Fayette Expressway will extend from Interstate Route 68 in West Virginia to Interstate Route 376 near Pittsburgh, a distance of 68 miles. The first of three sections of the Southern Beltway was opened on October 11, 2006. This six-mile section, known as the Findlay Connector, connects Route 22 to the Pittsburgh International Airport.

The Turnpike Mainline connects with the Ohio Turnpike at its western terminus and with the New Jersey Turnpike at its eastern terminus. Its total length is approximately 359 miles. 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 Northeast Extension is approximately 111 miles in length and connects the Turnpike Mainline and the area north of Scranton. The Northeast Extension meets the Turnpike Mainline at a point north of Plymouth Meeting and traverses the eastern portion of Pennsylvania in a northerly direction through Allentown and Scranton to its northern terminus where it connects with U.S. Route 6 and Interstate Route 81.

The Pennsylvania Turnpike was constructed prior to development of the National Interstate Highway System; however, portions have been designated as Interstate Routes. The Turnpike Mainline has been designated as Interstate Route 276 between the Valley Forge Interchange, Exit 326 and the Delaware River Bridge, Exit 359. 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 segment between the New Stanton and Breezewood Interchanges, Exits 75 through 161, respectively, has been designated as Interstate Route 70/76. The Northeast Extension is designated as Interstate Route 476. No Federal Highway Trust Fund monies have been used for the construction of the Turnpike Mainline, Northeast Extension, Beaver Valley Expressway, or the Amos K. Hutchinson Bypass sections of the Turnpike.

The Pennsylvania Turnpike System was constructed and opened to traffic in sections. The original Turnpike Mainline section between Irwin and Carlisle, Exits 67 through 226, respectively, was opened in 1940. Ten years later, in 1950, the 100-mile section between Carlisle and Valley Forge, Exits 226 through 326, was completed and opened for traffic. After 1950, construction of new sections of the Pennsylvania Turnpike System occurred at more frequent intervals with the Turnpike Mainline segment in service as of May 1956. The initial section of the Northeast Extension between the Turnpike Mainline and the temporary interchange just south of the Lehigh Tunnel was opened in 1955. The final section, from the interchange south of the Lehigh Tunnel 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 and was opened for traffic in May 1956.

The Pennsylvania Turnpike Commission opened E-ZPass for passenger vehicles on December 2, 2000 in southeastern and south central Pennsylvania. E-ZPass is a comprehensive electronic toll collection system that allows account holders to pass through designated toll lanes at Commission facilities without stopping to pay a toll collector. The process begins with customers opening accounts with a customer service center offering E-ZPass. The customers are then issued transponders that are electronically linked to their established accounts. The transponders are mounted in or on the customers' vehicles. As the customers' transponder-equipped vehicles pass through the E-ZPass toll lanes, the transponder numbers are read by equipment mounted in the lanes and ultimately the required toll is calculated and deducted from the respective customer's account.

The initial E-ZPass opening was a regional implementation that included interchanges 242 (Harrisburg West) to 56 (Lehigh Valley) on the Northeast Extension. Six additional interchanges (226 – Carlisle, 236 – Gettysburg Pike, and 74 – Mahoning Valley to 115 – Wyoming Valley on the Northeast Extension) were added to the E-ZPass system on May 19, 2001. On December 15, 2001, the Commission opened E-ZPass for passenger vehicles on the remainder of the Mainline ticket system. The Commission opened E-ZPass to trucks and buses on the entire ticket system on December 15, 2002.

In November 2004, the E-ZPass system was expanded to two additional interchanges, 122–Keyser Avenue and 131–Clarks Summit on the Northeast Extension, Mid-County. Expansion of E-ZPass to the extensions in the western portion of the state began with the opening of E-ZPass lanes at the Amos K. Hutchinson Bypass (Turnpike 66) mainline interchange in June 2006. During fiscal year 2007, Beaver Valley Expressway and Amos K. Hutchinson Bypass were completely equipped with E-ZPass.

In June 2004, the E-ZPass system was improved by the opening of the Commission's first express E-ZPass lane at the Warrendale interchange. The express E-ZPass lanes allow traffic to travel at normal speeds (55 mph). Express lanes eliminate the need for travelers to enter and exit the turnpike system through the normal toll plaza interchanges. A second interchange, Mid-County, was improved by the opening of express E-ZPass lanes in October 2005.

Long-Range Financial Planning Process

Annually, the Commission prepares an Operating Budget and a Ten-Year Financial Plan. This plan is a long-term operating outlook developed to serve as the fundamental basis for the long-range planning process that includes a priority programming capital plan and a strategic plan of finance.

The annual Operating Budget is part of the Ten-Year Financial Plan and must be approved by the Commissioners before the start of the next fiscal year. The 2010 fiscal year Operating Budget was approved for $291.5 million and supports the achievement of the short-term and long-term goals specified in the Ten-Year Financial Plan. The annual Operating Budget is a statement of the expenses to maintain, support, and operate the roadway and facilities. The information is presented on a department basis, consistent with levels of service provided and reflects expenses on a monthly basis.

A capital budget process (more commonly referred to as the Ten-Year Capital Plan) is prepared in addition to the annual Operating Budget. The Ten-Year Capital Plan includes such expenses as the cost of resurfacing, replacing or reconstructing the existing turnpike system, including roadway, bridges, toll plazas, maintenance buildings and various other assets. The Ten-Year Capital Plan is comprised of projects managed in four separate groupings: highway program, technology program, fleet equipment program and facilities program. The 2010-2019 Ten-Year Capital Plan proposes capital expenditures of more than $4.6 billion and is allocated 90% highway, 4% technology, 2% fleet equipment and 4% facilities. The Ten-Year Capital Plan, including all final projects, must be adopted by the Commission.

Capital Improvements Program

Act 61 Projects

In 1985, the General Assembly of the Commonwealth enacted legislation, which among other things, authorized and empowered the Commission to undertake the construction of new projects and to operate them as part of the Pennsylvania Turnpike System. This legislation, known as the "Turnpike Organization, Extension and Toll Road Conversion Act," also known as Act 1985-61 (Act 61), included several groups of projects for the Pennsylvania Turnpike System. Act 61 grouped the improvement and extension authorizations into four major groups of projects. The initial group of projects included, among others, the following, a portion of which have been financed and completed with bond proceeds: the Beaver Valley Climbing Lane, the Downingtown Interchange, the Fort Washington, Willow Grove and Philadelphia Interchanges, the Mid-County Expressway Connection (Montgomery County), the Mon/Fayette Expressway and Southern Beltway, the Beaver Valley Expressway, the Amos K. Hutchinson Bypass (formerly the Greensburg (North-South) Bypass), the Keyser Avenue Interchange (Wilkes-Barre/Scranton Area) and an additional tube at the Lehigh Tunnel on the Northeast Extension.

Act 26 of 1991 made certain changes to Act 61 of 1985, by shifting priority of certain projects and adding provisions regarding new projects. Act 26 also increased the Commonwealth's Oil Company Franchise Tax by 55 mills, with 14% of such increase being dedicated to toll road projects under Act 61.

Act 3 of 1997 appropriated to the Commission annual allocations from the Commonwealth's Motor License Fund for the purpose of funding capital improvement projects authorized by Act 61.

Mon/Fayette Expressway and Southern Beltway

The Pennsylvania portion of the proposed Mon/Fayette Expressway is a series of independent projects that extend from the West Virginia border, near Cheat Lake, in a generally northern direction paralleling the Monongahela River and connecting with Interstate Route 376 in Allegheny County. Three projects constructed as part of the Mon/Fayette Expressway are in operation. One is a six-mile toll road between U.S. Route 40 and Interstate Route 70 in Washington County. This project was built by the Pennsylvania Department of Transportation 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, known as the Mason-Dixon Link which is located just south of Uniontown, Fayette County. Phase 1 of the Uniontown to Brownsville project, an 8.4-mile section from Pittsburgh Road to U.S. 40, was completed in October 2008. The third is a 17-mile section of toll road from Interstate Route 70, Washington County to PA Route 51 in Allegheny County. All three sections are part of the Pennsylvania Turnpike System.

Two other projects will complete the Mon/Fayette Expressway. Phase 2 of the Uniontown to Brownsville project, a 7-mile section, will complete the Mon/Fayette Expressway from the West Virginia line in Fayette County to PA 51 in Washington County. Preliminary design of Phase 2 is continuing along with the entire SR 51 to Pittsburgh project, with construction pending the availability of funding. Phase 2 will be bid as soon as resources are allocated to the project.

The proposed Southern Beltway will 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 presently planned for construction in three sections. I-79 to Mon/Fayette Expressway has completed the environmental phase and is inactive until additional resources are found. The section from US 22 to I-79 is in final design, and acquisition of right-of-way for 108 total take parcels is underway. The total take parcels for US 22 to I-79 have been authorized and acquisition should begin in late 2010. One section, Route 22 to the Pittsburgh International Airport, was completed and opened to traffic in October 2006.

The total estimated cost to complete the Mon/Fayette Expressway and the Southern Beltway projects sponsored by the Pennsylvania Turnpike Commission is approximately $5.3 billion. The proceeds of the Commission's Oil Company Franchise Tax Revenue Bonds of 2006, 2003 and 1998, and Registration Fee Revenue Bonds Series 2005, have been pledged toward the construction of these projects. Additional financing includes reimbursements from Federal Highway Administration funds. The funds received from these sources are maintained in separate accounts and are segregated from all mainline revenues and projects. Once the Mon/Fayette and Southern Beltway are built, toll revenues will be used to maintain and operate them.

Economic Conditions and Outlook

The Commonwealth of Pennsylvania is one of the most populous states, ranking sixth behind California, Texas, New York, Florida and Illinois. With a population of over 12.6 million, Pennsylvania has the sixth largest state economy with a Gross State Product of $553 billion. Pennsylvania is an established state with a diversified economy. Pennsylvania had been historically identified as a heavy industry state. That reputation has changed over the last 30 years as the coal, steel and railroad industries declined and the Commonwealth's business environment readjusted with a more diversified economic base. Currently, the major sources of growth in Pennsylvania are in the service sector, with the largest industry employer in the Health Care & Social Assistance sector.

Pennsylvania's agricultural industries remain an important component of the Commonwealth's economic structure, accounting for $8 billion in crop and livestock products in 2008. Exports of Pennsylvania food, agricultural and forestry related products are more than $1.5 billion annually according to the Pennsylvania Department of Agriculture. Over 63,000 farm families continue to be the stewards of more than 7.7 million acres of farmland. With $6.1 billion in cash receipts annually from production agriculture, Pennsylvania farmers and agribusinesses are the leading economic driver in the state. Agricultural diversity in the Commonwealth is demonstrated by the fact that Pennsylvania ranks highly among the states in the production of a number of agricultural products, with the top commodity being milk valued at $2.1 billion.

In addition to production agriculture, the industry also raises revenue and supplies jobs through support services such as food processing, marketing, transportation and farm equipment. In total, production agriculture and agribusiness contributes nearly $61 billion to Pennsylvania's economy.

Pennsylvania's extensive public and private forests of 17 million acres provide a vast source of material for the lumber, furniture and paper products industries. The forestry and related industries employ more than 92,000 workers with economic activity of nearly $5 billion. Pennsylvania ranks number one among the 50 states in hardwood lumber exports. Total exports of Pennsylvania forest products in 2002 were $715 million, according to the Pennsylvania Department of Agriculture. Additionally, the Commonwealth derives a good water supply from underground sources, abundant rainfall, and a large number of rivers, streams and lakes. Other natural resources include major deposits of coal, petroleum and natural gas. Annually, about 80 million tons of anthracite and bituminous coal, 168 billion cubic feet of natural gas and about 3.9 million barrels of crude oil are extracted from Pennsylvania.

Human resources are plentiful in Pennsylvania with a labor force estimated at over 6 million people. The high level of education embodied in the Commonwealth's workforce fosters a wide variety of employment capabilities. Pennsylvania's basic and higher education statistics compare favorably with other states in the nation. Approximately 87% of adults have earned the minimum of a high school degree. In addition, approximately 26% of adults have earned a bachelor's degree or higher, which is consistent with national averages. The per capita personal income was $40,140. The unemployment rate in Pennsylvania has been close to the national average for the past 10 years.

Pennsylvania is a Middle Atlantic State within easy reach of the populous eastern seaboard and, as such, is a gateway to the Midwest. A comprehensive transportation grid enhances the Commonwealth's strategic geographic position. The Commonwealth's water systems afford the unique feature of triple port coverage, a deep-water port at Philadelphia, a Great Lakes port at Erie and an inland water port at Pittsburgh. Pennsylvania combines characteristics of both the northeastern and Midwestern regions, with the major cities of Philadelphia in the Southeastern part of the state and Pittsburgh in the Southwestern part of the state.

Pennsylvania has over 121 thousand miles in its highway system and is ranked 9th among the states in the proportion of its workforce that commutes via public transportation. Pennsylvania also has 69 railroads, more than any other state.

Internal Control

Management of the Commission is responsible for establishing and maintaining internal controls designed to ensure that the assets of the Commission are protected from loss, theft, or misuse and to ensure that adequate accounting data are compiled to allow for the preparation of financial statements in conformity with accounting principles generally accepted in the United States. The internal controls are designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that (1) the cost of a control should not exceed the benefits likely to be derived; and (2) the valuation of costs and benefits requires estimates and judgments by management.

Trust Indentures

Operations of the Commission are substantially controlled by the provisions of a Trust Indenture, dated July 1, 1986, which has been amended and restated as of March 1, 2001; a Trust Indenture dated August 1, 1998; and a Trust Indenture dated July 1, 2005 (collectively referred to as the Indentures) and a Subordinate Trust Indenture dated April 1, 2008 between the Commission and TD Bank, N.A. as trustee, as amended and supplemented July 1, 2009 and April 1, 2010. The Indentures require, among other things, the establishment and maintenance of various accounts, which are restricted to use for construction, Turnpike System maintenance and operation, and debt service.

As demonstrated by the statements included in the financial section of this report, the Commission continues to meet its responsibility for sound financial management and compliance with the Indentures.

Other Information

Awards

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Pennsylvania Turnpike Commission for its comprehensive annual financial report for the fiscal year ended May 31, 2009, which was the 22nd consecutive year that the Commission has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized comprehensive annual financial report. The report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current comprehensive annual financial report continues to meet the Certificate of Achievement Program's requirements, and we are submitting it to the Government Finance Officers Association to determine its eligibility for another certificate.

Independent Audit

The Trust Indentures require an annual audit by independent certified public accountants. The accounting firm of Ernst & Young LLP was engaged by the Commission to perform the audit for the fiscal year ended May 31, 2010. The auditors' report on the financial statements is included in the financial section of this report.

Acknowledgments

The timely preparation of the comprehensive annual financial report was made possible through the assistance of Lynn R. Stakem, Sharon S. Jones, Catherine L. Sabo, Theodore A. Rusenko and Laura M. Quick of the Accounting and Financial Reporting Department and Anthony Q. Maun, Director of Accounting and Financial Reporting. We express our sincere appreciation for the contributions made by these individuals in the preparation of this report.

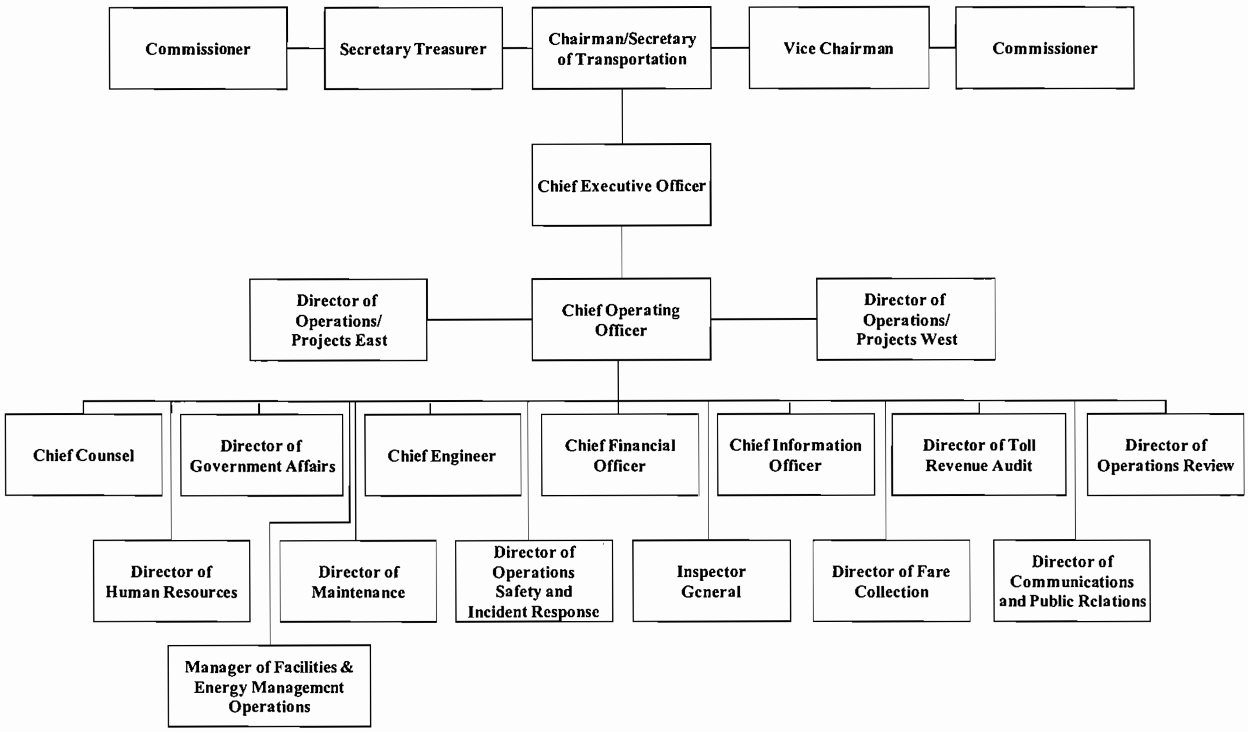
In addition, without the leadership and support of the Commissioners and executive staff of the Pennsylvania Turnpike Commission, preparation of this report would not have been possible.

Nikolaus Grieshaber
Chief Financial Officer

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Organization Chart

May 31, 2010



Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

List of Principal Officials

At May 31, 2010

Title	Name
Commission Chairman/Secretary of Transportation	Allen Biehler
Commission Vice Chairman	Open
Commission Secretary Treasurer	J. William Lincoln
Commissioner	Pasquale T. Deon, Sr.
Commissioner	A. Michael Pratt
Chief Executive Officer	Joseph G. Brimmeier
Chief Operating Officer	George M. Hatalowich
Chief Counsel	Doreen A. McCall
Chief Engineer	Frank J. Kempf, Jr.
Chief Financial Officer	Nikolaus H. Grieshaber
Chief Information Officer	Jeffrey J. Mesaric
Director of Operations/Projects – East	Robert F. Brady
Director of Operations/Projects – West	Jeffrey L. Hess
Director of Communications & Public Relations	William J. Capone
Director of Fare Collection	Richard S. DiPiero
Director of Human Resources	Patricia F. Schlegel
Director of Government Affairs	Craig R. Shuey
Director of Maintenance	Michael P. Haney
Director of Operations Review	Michael D. Begler
Director of Operations Safety and Incident Response	Allen W. Baldwin
Director of Toll Revenue Audit	Brenda L. Szeles-Bratina

1006-1164687

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Pennsylvania Turnpike Commission

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended
May 31, 2009

A Certificate of Achievement for Excellence in Financial Reporting is presented by the Government Finance Officers Association of the United States and Canada to government units and public employee retirement systems whose comprehensive annual financial reports (CAFRs) achieve the highest standards in government accounting and financial reporting.

President

Executive Director

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Financial Section

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Report of Independent Auditors

The Commissioners
Pennsylvania Turnpike Commission

We have audited the accompanying basic financial statements of the Pennsylvania Turnpike Commission, a component unit of the Commonwealth of Pennsylvania, as of May 31, 2010 and 2009, and for the years then ended as listed in the table of contents. 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, 2010 and 2009, 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 Note 2 to the accompanying financial statements, the 2009 financial statements have been restated to correct errors in depreciation of capital assets, the classification of capital contributions, and the classification of net assets invested in capital assets, net of related debt.

As more fully explained in Note 8, the Commission has committed to making significant payments under a Lease and Funding Agreement as required under the terms of Act 44. The Commission's ability to make such payments is dependent on its continuing capability to issue bonds to fund such payments and ultimately to raise tolls sufficient to repay its bonded debt.

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Management's Discussion and Analysis and the schedule of funding progress – 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 and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's basic financial statements. The introductory section and statistical section listed in the Table of Contents are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The introductory section and statistical section have not been subjected to the auditing procedures applied by us in the audit of the basic financial statements and, accordingly, we express no opinion on them.

Ernst + Young LLP

October 14, 2010

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Management's Discussion and Analysis

May 31, 2010

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, 2010, 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 and related 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.

Financial Analysis

Comparative Condensed Balance Sheets

	May 31		
	2010	**2009**	**2008**
		(Restated)[1]	
		(In Thousands)	
Assets			
Current assets	**$ 834,547**	$ 745,690	$ 909,211
Long-term investments	**627,767**	311,219	362,065
Capital assets, net of accumulated depreciation	**4,390,675**	4,066,209	3,746,191
Other assets	**66,874**	50,512	38,819
Total assets	**$ 5,919,863**	$ 5,173,630	$ 5,056,286
Liabilities and net assets			
Current liabilities	**$ 488,003**	$ 955,938	$ 214,790
Debt, net of unamortized premium and unamortized refunding losses	**6,244,919**	4,047,102	3,755,287
Other noncurrent liabilities	**52,383**	39,851	37,880
Total liabilities	**6,785,305**	5,042,891	4,007,957
Net assets:			
Invested in capital assets, net of related debt	**1,028,238**	1,186,269	1,287,419
Restricted	**332,110**	306,402	278,802
Unrestricted (deficit)	**(2,225,790)**	(1,361,932)	(517,892)
Total net assets (deficit)	**(865,442)**	130,739	1,048,329
Total liabilities and net assets	**$ 5,919,863**	$ 5,173,630	$ 5,056,286

[1] Certain 2009 and 2008 amounts were restated as discussed in Note 2.

Financial Analysis (continued)

The Commission's total net assets were $(865.4) million, $130.7 million, and $1,048.3 million as of May 31, 2010, 2009, and 2008, respectively. The large decreases in net assets in the fiscal years 2010 and 2009 were the result of $900 million and $850 million paid to the Pennsylvania Department of Transportation (PennDOT) as required by Act 44 and the Lease and Funding Agreement (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 Funding Agreement between the Commission and PennDOT. Restricted net assets are restricted for projects defined in Trust Indentures and applicable bond issue official statements.

Total assets increased by $746.2 million and $117.3 million in fiscal 2010 and fiscal 2009, respectively. The 2010 increase is mostly related to increases in capital assets and long-term investments of $324.5 million and $316.5 million, respectively. The capital asset increase is the result of completion of several total reconstruction and bridge projects. The long-term investment increase is related to new bond issues which include Series 2009 A Build America Bonds and Series B, C, D and E Subordinate Bonds. The 2009 increase is mostly related to an increase of $320.0 million in capital assets which was partially offset by a decrease in cash and investments of $216.2 million. The increase in capital assets was due mainly to the completion of phase 1 of the Uniontown to Brownsville section of the Mon-Fayette project which is included in infrastructure.

Total liabilities increased by $1,742.4 million in fiscal 2010 and by $1,034.9 million in fiscal 2009. The fiscal 2010 increase is due mainly to the issuance of new bonds. The new issuances include: Series 2009 A Build America Bonds, Series B, C, D and E Subordinate Bonds, Series B and C Senior Bonds and Series 2010 A-1 and A-2 Bond Anticipation Notes.

The fiscal 2009 increase is due mainly to the issuance of new bonds. The new issuances include: Series 2008 B Subordinate, 2008 C, 2008 C Subordinate and 2009 A Subordinate.

Financial Analysis (continued)

Comparative Statements of Revenues and Expenses

	Year Ended May 31 2010	2009 (Restated)[1]	2008
	(In Thousands)		
Operating:			
Operating revenues	**$ 710,101**	$ 633,547	$ 620,205
Cost of services	**(378,426)**	(393,364)	(372,959)
Depreciation	**(260,316)**	(241,701)	(214,334)
Operating income (loss)	**71,359**	(1,518)	32,912
Nonoperating revenues (expenses):			
Investment earnings	**22,921**	27,672	50,488
Other nonoperating revenues (expenses)	**7,174**	660	(135)
Act 44 payments to PennDOT	**(900,000)**	(850,000)	(750,000)
Capital assets transferred to PennDOT	**(64,058)**	–	–
Interest and bond expense	**(263,749)**	(191,553)	(146,250)
Nonoperating expenses, net	**(1,197,712)**	(1,013,221)	(845,897)
Loss before capital contributions	**(1,126,353)**	(1,014,739)	(812,985)
Capital contributions	**130,172**	97,149	101,166
Decrease in net assets	**$ (996,181)**	$ (917,590)	$ (711,819)

[1] Certain 2009 and 2008 amounts were restated as discussed in Note 2.

For fiscal years ended May 31, 2010, 2009, and 2008, operating and nonoperating revenues totaled $740.2 million, $661.9 million, and $670.7 million, respectively, while expenses totaled $1,866.5 million, $1,676.6 million, and $1,483.7 million, respectively.

Total revenues for fiscal 2010 were $78.3 million or 11.8% higher than 2009. The increase in total revenues was the result of an increase in operating revenues caused by a 3% toll increase implemented in January 2010 and the full-year effects of a 25% toll increase implemented in January 2009. In addition, other nonoperating revenues increased by $6.5 million which was the result of an $8.5 million interest subsidy received from the Federal Government for the Build America Bonds. This increase was offset by a $4.8 million reduction in investments earnings.

Financial Analysis (continued)

Total expenses for fiscal 2010 were $189.9 million higher than 2009 primarily due to increases in Act 44 payments, interest and bond expenses, and depreciation expense. The Commission paid an additional $50.0 million to PennDOT in fiscal 2010 as required by Act 44. In addition, interest and bond expenses increased by $72.2 million, which was mainly the result of fiscal 2010 and 2009 bond issuances. An increase in depreciation expense of $18.6 million resulted from the completion of several total reconstruction and bridge projects.

Total revenues for fiscal 2009 were $8.8 million or 1.3% lower than 2008. The decrease in total revenues was mostly the result of a decrease in investment earnings. Investment earnings were down $22.8 million resulting from a decline in market interest rates and lower investment balances throughout the year.

Total expenses for fiscal 2009 were $192.9 million higher than 2008 primarily due to increases in Act 44 payments, interest and bond expenses, cost of services and depreciation expense. The Commission paid an additional $100.0 million to PennDOT in fiscal 2009 as required by Act 44. In addition, interest and bond expenses increased by $45.3 million, which was mainly the result of fiscal 2009 and 2008 bond issuances. The $20.4 million increase in cost of services is mostly attributable to an $8.4 million increase in annual Other Post-Employment Benefits (OPEB) costs and a $7.9 million increase in I-80 related expenses. An increase in depreciation expense of $27.4 million resulted from completion of phase 1 of the Uniontown to Brownsville (Mon/Fayette) and total reconstruction projects and a full year of depreciation expense for the new Enterprise Resource Planning (ERP) system also added to the overall increase in expenses.

Capital Assets and Debt Administration

Capital Assets

The Commission's investment in capital assets at May 31, 2010 amounted to $8.4 billion of gross asset value with accumulated depreciation of $4.0 billion, leaving a net book value of $4.4 billion. This investment represents 74.2% of the Commission's total assets compared with 78.6% in 2009. 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, 2009 was $4.1 billion.

Financial Analysis (continued)

Assets under construction at the end of fiscal 2010 were $1.2 billion, which was $80.1 million more than fiscal 2009.

In fiscal 2010, $478.7 million of constructed capital assets were completed which was $164.3 million less than the $643.0 million of constructed capital assets completed in fiscal 2009. In addition to constructed capital assets, the Commission had capital asset additions totaling more than $62.6 million and $14.3 million in fiscal 2010 and 2009, respectively.

The Commission added $447.2 million of capital improvements to the existing mainline system and $211.3 million to the Mon/Fayette Expressway and Southern Beltway roadway expansion (Act 61) projects during fiscal year 2010.

Roadway reconstruction totaling 75 miles has been completed. An additional 14 miles of roadway reconstruction has been initiated, and another 72 miles of reconstruction is currently in design. The Commission also completed 42 miles of roadway resurfacing, helping to maintain a quality-riding surface with a system-wide median International Roughness Index (IRI) of 78.

The Commission completely replaced 18 aging original bridges with new bridges, and rehabilitated another 18 bridges in fiscal 2010 and fiscal 2009. Construction of the new Allegheny River Bridge is substantially complete and was open to traffic on September 7, 2010. The old Allegheny River Bridge was demolished on July 13, 2010.

Facility projects continue to focus on environmental and safety compliance, and on the maintenance and repair of existing buildings including HVAC, electrical and plumbing systems. Equipment purchases and regular maintenance of existing equipment is ongoing to ensure the Turnpike fleet of dump trucks, plows, and other equipment is of sufficient number and functioning properly so that maintenance staff will be adequately equipped to maintain the roadway.

Phase 2 of the Uniontown to Brownsville project, a 7 mile section, will complete the Mon/Fayette Expressway from the West Virginia Line in Fayette County to PA 51 in Washington County, a distance of 54 miles. Phase 2 major construction projects have been bid and this segment is currently under construction. As of June 1, 2010, 63% of the construction work has been completed and the Pennsylvania Turnpike Commission anticipates completion for phase 2 in late 2011 or early 2012.

Financial Analysis (continued)

The Mon/Fayette Expressway project, extending from PA Route 51 to Interstate Route 376 in Pittsburgh, is completed through preliminary design phase and is waiting for additional funding.

The proposed Southern Beltway is planned 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 presently planned for construction in three sections. I-79 to Mon/Fayette Expressway has completed the environmental phase and is inactive until additional resources are found. The section from US 22 to I-79 is in final design, and acquisition of right-of-way for 108 total take parcels is underway. The total take parcels for US 22 to I-79 have been authorized and acquisition should begin in late 2010. Additional funding is needed to continue the US 22 to I-79 project to complete the design and for all of its construction.

A federal Environmental Impact Statement Record of Decision was issued for the I-95 Turnpike interchange project in late 2004 and preliminary design for the project has been completed. Final design has been initiated for the proposed Stage 1 construction which would include the tolling modifications (such as a new mainline toll plaza near Milepost 352, open road tolling – westbound at the Delaware River Bridge and elimination of tolls at Delaware Valley Interchange) and the I-95 ramps which will bring the I-95 designation on the PA and NJ Turnpikes. There are also several early action overhead bridge replacements required prior to mainline construction. Two of the early action bridges were bid in July 2010 and will be paid for by 100% Turnpike funds. Additional funding is needed for the construction of the remainder of the project. A draft Financial Plan is being developed to utilize federal funds and PTC funds for the Stage 1 construction.

The above paragraphs describe the changes in capital assets occurring during the fiscal years ended May 31, 2010 and 2009. Please refer to the capital assets section in the notes to the financial statements (Note 5) for more detailed capital asset schedules.

Debt Administration

In May 2010, the Commission issued $79,900,000 2010 Sub-Series A-2 Turnpike Bond Anticipation Notes and, in April 2010, $225,095,000 Sub-Series A-1 Bond Anticipation Notes. The A-2 Series Anticipation Notes were issued primarily to refund the 2008 C-4 Series Bond Anticipation Notes. The 2010 A-1 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 July 15, 2011. Additionally, the Series A-2 Anticipation Notes are federally taxable.

Financial Analysis (continued)

In December 2009, the Commission issued $208,280,000 Turnpike Senior Revenue Refunding Bonds Series C of 2009. The bonds were issued at a variable rate and were used to refund Series Q of 1998 and partially refund Series A of 2002.

In December 2009, the Commission also issued $375,010,000 Turnpike Senior Revenue Refunding Bonds Series B of 2009. The bonds were issued at a fixed rate and were used to refund Series U of 2001, Series B of 2002 and partially refund Series A of 2002.

In October 2009, the Commission issued $324,745,000 Turnpike Subordinate Revenue Bonds Series D and $200,004,558.45 Turnpike Subordinate Revenue, Capital Appreciation Bonds (CABs) Series E of 2009. The Series D and E bonds are at a fixed rate. The Series E CABs interest will compound until the conversion date of December 1, 2017. The Series D and E bonds were issued primarily to make payments to PennDOT in accordance with Act 44.

In October 2009, the Commission issued $21,550,000 Oil Franchise Tax Senior Revenue Bonds, Series A of 2009, consisting of Sub-Series A-1 of 2009 (Refunding) and Sub-Series A-2 of 2009; $127,170,000 Pennsylvania Turnpike Commission Oil Franchise Tax Senior Revenue Bonds, Series B of 2009 (Federally Taxable—Issuer Subsidy—Build America Bonds); $15,461,246 Pennsylvania Turnpike Commission Oil Franchise Tax Senior Revenue Capital Appreciation Bonds, Series C of 2009; $31,560,000 Pennsylvania Turnpike Commission Oil Franchise Tax Subordinated Revenue Bonds, Series D of 2009, consisting of Sub-Series D-1 of 2009 (Refunding) and Sub-Series D-2 of 2009; and $102,505,000 Pennsylvania Turnpike Commission Oil Franchise Tax Subordinated Revenue Bonds, Series E of 2009 (Federally Taxable—Issuer Subsidy—Build America Bonds). The Commission has designated the 2009 B and E 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 35% of the interest payable on the 2009 B and E bonds. All of the Oil Franchise 2009 bonds are at a fixed rate. The A and D bonds were issued primarily to refund the Oil Franchise Tax Series 1998 A&B. The B, C, and E bonds were issued primarily to provide funds to finance the cost of constructing the Mon/Fayette Expressway and the Southern Beltway.

In July 2009, the Commission issued $856,735,000 Turnpike Subordinate Revenue Bonds, Series B and $99,998,204.25 Capital Appreciation Bonds Series C of 2009. The B&C bonds were issued at a fixed rate. The B&C bonds were issued to make payments to PennDOT in accordance with Act 44 and to refund Series 2007 A&B Bond Anticipation Notes.

Financial Analysis (continued)

In July 2009, the Commission issued $275,000,000 Turnpike Revenue Bonds Series A of 2009, (Federally Taxable—Issuer Subsidy—Build America Bonds). The Commission has designated the 2009 A 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 35% of the interest payable on the 2009 A bonds. The 2009 Series A bonds were issued at a fixed rate and were issued primarily to finance the cost of the capital projects set forth in the Commission's Ten Year Capital Plan.

In January 2009, the Commission issued $308,035,000 Turnpike Subordinate Revenue Bonds Series A of 2009. The 2009 A Subordinate Bonds were issued primarily to make payments to PennDOT in accordance with Act 44.

On December 18, 2008, the Commission entered into two forward starting swap agreements with two counterparties. Each swap agreement had a notional amount of $150,000,000 with an effective date of June 1, 2010 and a termination date of June 1, 2039. The Commission entered into these forward starting interest rate swaps to hedge its exposure to interest rate variations and interest rate costs with respect to the Series 2009 A and Series 2010 B Mainline Revenue Bonds. The Commission issued its Series 2009 A revenue bonds in June 2009 and issued its Series 2010 B revenue bonds in September 2010.

In October 2008, the Commission issued $411,110,000 Turnpike Subordinate Revenue Bonds, Series C of 2008. The bonds consist of Sub-Series C-1 Subordinate Revenue Bonds issued for $231,335,000, Sub-Series C-3 Subordinate Revenue Bond Anticipation Notes issued for $102,060,000 and Sub-Series C-4 Subordinate Revenue Bond Anticipation Notes (federally taxable) issued for $77,715,000. These bonds were issued to make payments to PennDOT in accordance with Act 44.

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 Mainline 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.

In July 2008, the Commission issued $233,905,000 Turnpike Subordinate Revenue Bonds, Series B of 2008. Subseries B-1 of 2008 bonds total $164,915,000 and Subseries B-2 of 2008 bonds total $68,990,000 (federally taxable). These bonds were issued to make payment to PennDOT in accordance with Act 44.

Financial Analysis (continued)

The above paragraphs describe debt and swap activity occurring during the fiscal years ended May 31, 2010 and 2009. 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

On July 18, 2007, Pennsylvania Governor 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. Under Act 44, a Lease and Funding Agreement (Funding Agreement) was entered into by the Commission and PennDOT. Many of the terms of Act 44 are incorporated in the Funding Agreement. The term of the Funding Agreement is fifty years.

The Funding Agreement (i) requires the Commission to make scheduled annual payments to PennDOT, payable in equal quarterly installments to be used to provide funding for roads, bridges and transit, and (ii) grants the Commission the option to lease the portion of I-80 located in the Commonwealth from PennDOT, assuming approval by the Federal Highway Administration (FHWA) of the conversion of I-80 into a toll road (the "***Conversion***"). The Funding Agreement grants the unilateral option to the Commission to effectuate the Conversion at any time before the third anniversary of the Funding Agreement, which is October 14, 2010 (the "***Conversion Period***"). Under the Funding Agreement, the Commission may extend the Conversion Period for up to three one-year periods. FHWA's approval of the tolling of I-80 is required in order for the Conversion to occur.

On April 6, 2010, the FHWA denied the Commission's application to toll I-80. The Commission has not appealed the FHWA's decision or pursued the tolling of I-80 further and, barring unforeseen circumstances, does not expect to do so. The Commission did not extend the Conversion Period during the notice period provided under the Funding Agreement. Thus, the Conversion Period will terminate on October 14, 2010 and, barring any unforeseen circumstances, the Commission does not intend to give notice of Conversion prior to the end of the Conversion Period. Provided that the Commission does not give notice of Conversion by October 14, 2010, all legal, financial and operational responsibility for I-80 will remain with PennDOT barring any new statutory authority. Act 44 provides that under certain circumstances, payments to PennDOT drop to $450 million annually for the remaining term of the Funding

Events That Will Impact Financial Position (continued)

Agreement. It is the Commission's position that the reduced payment of $450 million is effective beginning with the 2010-11 Fiscal Year. The Commission intends to pay this amount on a quarterly basis as provided in Act 44, and made the first such payment in the amount of $112.5 million on July 29, 2010. In addition, the Commission's obligation under Act 44 to make annual surplus payments of the General Reserve Fund Surplus (as defined in Act 44) at the end of each Fiscal Year, which would have commenced upon Conversion, also terminates if the Conversion does not occur.

On August 4, 2010, the Commission received a letter from PennDOT, executed by the Secretary of Transportation (also the Chairman of the Commission), in which PennDOT acknowledged receipt of the Commission's first quarterly payment for Fiscal Year 2010-2011 on July 29, 2010 in the amount of $112.5 million but stated that it was not aware of a basis for a reduction in the Commission's quarterly payments until the beginning of Fiscal Year 2011-2012 (the "August 4th Letter"). The August 4th Letter requested that the Commission provide a written legal analysis of the basis for the Commission's determination that the amount of its July 2010 payment is consistent with Act 44 and the Funding Agreement given that the two parties are apparently not in agreement on the required amount of such payment.

The Commission received a second letter from PennDOT, executed by the Secretary of Transportation, dated August 16, 2010 (the "August 16th Letter"), stating that the payment received on July 29, 2010 was less than PennDOT believes is owed. The remaining amount owed for the first quarterly payment made in July 2010 was stated to be $118.125 million. PennDOT's stated position would apply to the remainder of the Fiscal Year 2010-2011 quarterly payments. Further, the August 16th Letter stated that PennDOT was invoking the remedies and sanctions available under Act 44 and the Funding Agreement, and that it was PennDOT's position that the August 4th Letter started the 45-day period under the Funding Agreement to cure the Commission's alleged failure to make the July 2010 quarterly payment required under the Funding Agreement. Assuming the 45-day period commenced on August 4, 2010, the 45-day period expired on September 18, 2010; provided, however, that the conclusion of such period will be deferred if the Commission prevails in its position that invoking the informal dispute resolution procedures provided for under the Funding Agreement prior to September 18, 2010 tolled the cure period (such 45-day period, as deferred, if applicable, the "***Cure Period***"). Because PennDOT has claimed that the Commission must pay the higher payment for Fiscal Year 2010-11, and the Commission disputes that claim, the Funding Agreement requires that the parties must enter an informal dispute resolution process before pursuing other remedies.

Events That Will Impact Financial Position (continued)

If the Commission and PennDOT do not resolve the disagreement regarding the amount of the payments due in Fiscal Year 2010-2011 under Act 44 and the Funding Agreement during the Cure Period, the Funding Agreement provides that PennDOT may seek and receive, as its sole and exclusive remedy pursuant to the Funding Agreement, to have all actions of the Commission taken by a vote of the Commissioners passed by a unanimous vote of all Commissioners until such time as the payment, as agreed to by the Commission and PennDOT, is made. Under Act 44, a unanimous vote is not required if it would prevent the Commission from complying with covenants with "current bondholders, debt holders or creditors." The Funding Agreement does not refer to "current bondholders, debt holders or creditors," but provides that a unanimous vote is not required if it would prevent the Commission from complying with covenants with "bondholders, debt holders or creditors having such status as of the Effective Date" which under the Funding Agreement is defined as October 14, 2007.

On August 31, 2010, the Commission sent PennDOT a response letter in which it disputed the claims made in the August 16th Letter and invoked the informal dispute resolution process. The Commission has not yet determined whether it will provide the legal analysis requested by PennDOT in the August 4th Letter.

It is anticipated that there will be further communications between the parties concerning these matters. The resolution of these matters and the timing of such resolution is uncertain. There can be no assurance that PennDOT will not seek remedies in addition to the requirement of unanimous voting by the Commissioners. Furthermore, legislation has been proposed and may be introduced to amend Act 44 to require that the Commission make payments in excess of $450,000,000 to PennDOT for one or more additional years. Consequently, the Commission may be required to make payments in amounts greater than $450,000,000 for one or more Fiscal Years, but the likelihood of such higher payments cannot be determined at this time.

Further, Act 44 provides that if the Secretary of the Budget notifies the Commission of a failure to make a payment to PennDOT under the Act and Funding Agreement, all actions of the Commission taken by a vote of the Commissioners shall be passed by a unanimous vote of all Commissioners until such time as the payment is made. However, a unanimous vote shall not be required if it would prevent the Commission from complying with certain covenants, as described above. The Commission has been advised that the Office of the Budget of the Commonwealth may assert that the reduced annual payment obligation is not effective until Fiscal Year 2011-12 and that a higher amount, a maximum of $922,500,000, is payable in Fiscal Year 2010-11.

Events That Will Impact Financial Position (continued)

The Commission is required by the terms of the Funding Agreement and Act 44 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 Funding Agreement when due and other obligations of the Commission, and the Commission has covenanted in the Subordinate Indenture to set tolls at a level sufficient to meet its coverage obligations taking into account any additional debt incurred in order to make such payments.

The Commission continued to meet its funding commitments in full and on time during fiscal 2010, the third year of Act 44. As the Commission carries out its new Act 44 responsibilities, it also continues its efforts to maintain and improve the Turnpike. Meeting Act 44 and Turnpike funding commitments in a constrained financial environment requires carefully managing financial obligations while maintaining financial flexibility.

The Commission plans to debt finance its quarterly payments to PennDOT as required under Act 44 for the foreseeable future. As a part of its financing plan, the Commission will continue to increase its toll rates on an annual basis to fund debt service payments associated with its Act 44 payment obligations and Capital Improvement Program.

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 Funding Agreement.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Balance Sheets
(In Thousands)

	May 31	
	2010	**2009**
		(Restated)
Assets		
Current assets:		
Cash and cash equivalents	**$ 105,934**	$ 118,623
Short-term investments	**–**	2,031
Accounts receivable	**27**	595
Accrued interest receivable	**178**	152
Inventories	**22,302**	19,144
Restricted current assets:		
Cash and cash equivalents	**509,496**	473,512
Short-term investments	**154,351**	92,117
Accounts receivable	**38,061**	36,471
Accrued interest receivable	**4,198**	3,045
Total current assets	**834,547**	745,690
Noncurrent assets:		
Long-term investments:		
Long-term investments unrestricted	**27,148**	14,546
Long-term investments restricted	**600,619**	296,673
Total long-term investments	**627,767**	311,219
Capital assets not being depreciated:		
Land	**234,543**	204,665
Assets under construction	**1,200,456**	1,120,359
Capital assets being depreciated:		
Buildings	**765,723**	742,815
Improvements other than buildings	**87,312**	70,886
Equipment	**472,246**	454,609
Infrastructure	**5,653,976**	5,245,845
	8,414,256	7,839,179
Less accumulated depreciation	**4,023,581**	3,772,970
	4,390,675	4,066,209
Other assets:		
Other assets	**1,840**	2,332
Deferred issuance costs	**65,034**	48,180
Total other assets	**66,874**	50,512
Total noncurrent assets	**5,085,316**	4,427,940
Total assets	**$ 5,919,863**	$ 5,173,630

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	May 31	
	2010	**2009**
		(Restated)
Liabilities and net assets		
Current liabilities:		
Accounts payable and accrued liabilities	**$ 300,563**	$ 217,668
Current portion of debt	**155,555**	709,715
Unearned income	**31,885**	28,555
Total current liabilities	**488,003**	955,938
Noncurrent liabilities:		
Debt, less current portion, net of unamortized premium of $85,206 and $50,337 in 2010 and 2009, respectively, and net of unamortized refunding loss of $114,703 and $65,855 in 2010 and 2009, respectively	**6,244,919**	4,047,102
Other noncurrent liabilities	**52,383**	39,851
Total noncurrent liabilities	**6,297,302**	4,086,953
Total liabilities	**6,785,305**	5,042,891
Net assets (deficit):		
Invested in capital assets, net of related debt	**1,028,238**	1,186,269
Restricted for construction purposes	**332,110**	306,402
Unrestricted (deficit)	**(2,225,790)**	(1,361,932)
Total net assets (deficit)	**(865,442)**	130,739
Total liabilities and net assets	**$ 5,919,863**	$ 5,173,630

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	
	2010	**2009**
		(Restated)
Operating revenues:		
Fares – net of discounts of $24,211 and $22,640 for the years ended May 31, 2010 and 2009, respectively	**$ 693,827**	$ 615,604
Other	**16,274**	17,943
	710,101	633,547
Operating expenses:		
Cost of services	**378,426**	393,364
Depreciation	**260,316**	241,701
	638,742	635,065
Operating income (loss)	**71,359**	(1,518)
Nonoperating revenues (expenses):		
Investment earnings	**22,921**	27,672
Other nonoperating (expenses) revenues	**7,174**	660
Act 44 payments to PennDOT	**(900,000)**	(850,000)
Capital assets transferred to PennDOT	**(64,058)**	–
Interest and bond expenses	**(263,749)**	(191,553)
Nonoperating expenses, net	**(1,197,712)**	(1,013,221)
Loss before capital contributions	**(1,126,353)**	(1,014,739)
Capital contributions	**130,172**	97,149
Decrease in net assets	**(996,181)**	(917,590)
Net assets at beginning of year	**130,739**	1,048,329
Net assets (deficit) at end of year	**$ (865,442)**	$ 130,739

See accompanying notes.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Statements of Cash Flows
(In Thousands)

	Year Ended May 31	
	2010	**2009**
		(Restated)
Operating activities		
Cash received from customer tolls and deposits	**$ 699,626**	$ 629,760
Cash payments for goods and services	**(242,426)**	(252,946)
Cash payments to employees	**(132,030)**	(135,476)
Cash received from other operating activities	**8,363**	12,939
Net cash provided by operating activities	**333,533**	254,277
Investing activities		
Proceeds from sales and maturities of investments	**1,350,132**	780,732
Interest received on investments	**18,337**	26,343
Purchases of investments	**(1,723,476)**	(665,189)
Net cash (used in) provided by investing activities	**(355,007)**	141,886
Capital and related financing activities		
Capital grants received	**10,685**	12,584
Cash proceeds from motor license grant	**28,000**	28,000
Cash proceeds from oil company franchise tax	**59,733**	57,379
Construction and acquisition of capital assets	**(629,851)**	(528,560)
Proceeds from sale of capital assets	**1,140**	1,225
Payments for bond expenses	**(12,454)**	(1,032)
Payments for redemption of debt	**(662,230)**	(67,555)
Interest paid on debt	**(119,458)**	(107,800)
Interest subsidy – Build America Bonds	**8,457**	–
Swap suspension payments received	**20,708**	–
Proceeds from debt issuances	**1,191,396**	64,921
Net cash used in capital and related financing activities	**(103,874)**	(540,838)
Noncapital financing activities		
Cash payments to PennDOT	**(900,000)**	(850,000)
Payments for bond expenses	**(1,154)**	(1,250)
Payments for redemption of debt	**(636,470)**	–
Interest paid on debt	**(84,422)**	(45,643)
Proceeds from debt issuances	**1,770,689**	938,129
Net cash provided by noncapital financing activities	**148,643**	41,236
Increase (decrease) in cash and cash equivalents	**23,295**	(103,439)
Cash and cash equivalents at beginning of year	**592,135**	695,574
Cash and cash equivalents at end of year	**$ 615,430**	$ 592,135

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

Statements of Cash Flows (continued)

(In Thousands)

		Year Ended May 31		
		2010		**2009**
				(Restated)
Reconciliation of operating income (loss) to net cash provided by operating activities				
Operating income (loss)	**$**	**71,359**	$	(1,518)
Adjustments to reconcile operating income (loss) to net cash provided by operating activities:				
Depreciation		**260,316**		241,701
Change in operating assets and liabilities:				
Accounts receivable		**(3,257)**		(641)
Inventories		**(3,158)**		(3,772)
Other assets		**492**		(939)
Accounts payable and accrued liabilities		**3,809**		17,475
Other noncurrent liabilities		**3,972**		1,971
Net cash provided by operating activities	**$**	**333,533**	$	254,277

Noncash Activities

The Commission recorded an increase of $3.7 million and $3.4 million in the fair value of its investments for the years ended May 31, 2010 and 2009, respectively.

The Commission recognized $4.4 million in income for bond premium amortization for each of the years ended May 31, 2010 and 2009.

The Commission recorded $10.7 million and $8.8 million in expenses for amortization of deferred refunding losses, amortization of bond issuance costs and amortization of swap agreement costs for the years ended May 31, 2010 and 2009, 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, 2010, the Commission received assets with a total fair value of $34.0 million.

The Commission and PennDOT entered into an agreement regarding ownership of overhead bridges that carry state roads. Per the agreement, once the Commission replaces these overhead bridges, and after final inspections and supplemental agreements are signed by both parties, ownership and maintenance responsibilities of the bridges are transferred from the Commission to PennDOT. The Commission transferred assets with a net book value of $64.1 million to PennDOT during the fiscal year ended May 31, 2010.

See accompanying notes.

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. 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.

2. Summary of Significant Accounting Policies (continued)

Basis of Accounting

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

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 and other agreements structured as repurchase agreements that are reported at cost, which does not materially differ from fair value. Fair values are based on quoted market prices.

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 costs 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.

2. Summary of Significant Accounting Policies (continued)

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.

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 $31.7 million and $28.4 million for the years ended May 31, 2010 and 2009, respectively. Unearned income also includes deferred revenues related to microwave tower leases.

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, 2010 and 2009, approximately 62.6% and 61.0%, respectively, of the fare revenues were realized through electronic toll collection; the remainder was realized through cash collection or a credit card program for military and class 9 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.

2. Summary of Significant Accounting Policies (continued)

Cost of Services

Cost of services includes: wages and salaries, benefits, utilities, fuels, professional fees and services, PA State Police services, and 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.

Nonoperating Revenues (Expenses)

Nonoperating revenues include: investment earnings and other miscellaneous revenues not associated with the operations of the toll road. Nonoperating expenses include: Act 44 payments to PennDOT, capital assets transferred to PennDOT, interest and bond expenses, and other miscellaneous expenses not associated with the operations of the toll road.

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.

Capital Assets Transferred to PennDOT

The Commission and PennDOT entered into an agreement regarding ownership of overhead bridges that carry state roads. Per the agreement, once the Commission replaces these overhead bridges, and after final inspections and supplemental agreements are signed by both parties, ownership and maintenance responsibilities of the bridges are transferred from the Commission to PennDOT. The Commission transferred assets with a net book value of $64.1 million to PennDOT during the fiscal year ended May 31, 2010.

2. Summary of Significant Accounting Policies (continued)

Capital Contributions

Capital contributions include: Oil Company Franchise Tax revenues, Motor License Registration Fee revenues, grants from other governments restricted for reimbursement of capital costs for various highway construction projects and capital assets received from other third parties.

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 totaled $59.7 million and $57.4 million for the fiscal years ended May 31, 2010 and 2009, respectively. These revenues are kept in a separate fund as required by the applicable bond indenture. This fund's assets equaled $406.5 million and $277.3 million as of May 31, 2010 and 2009, respectively, and consisted essentially of cash, investments, and assets under construction. These funds are restricted for capital expenditures.

Motor License Registration Fee Revenues

The Commission received $28.0 million in grants during each of the fiscal years ended May 31, 2010 and 2009 from the Commonwealth's Motor License Fund. The Commission has elected to account for this grant in a separate fund. This fund's assets totaled $49.6 million and $87.1 million as of May 31, 2010 and 2009, respectively, and consisted essentially of cash, investments, and assets under construction. These funds are restricted for capital expenditures.

Reimbursements from Other Governments

The Commission receives grants from other governments for reimbursement of costs for various highway construction projects. During the fiscal years ended May 31, 2010 and 2009, the Commission received $8.5 million and $11.8 million, respectively, in reimbursements from the Federal government.

2. Summary of Significant Accounting Policies (continued)

Other Capital Contributions

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 fiscal year ended May 31, 2010, the Commission received assets with a total fair value of $34.0 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.

Restatement Due to Correction of Errors

During fiscal year 2010, the Commission determined that certain assets in service were improperly classified as assets under construction in prior year financial statements. This error resulted in an understatement of depreciation expense and a corresponding overstatement of capital assets (net of accumulated depreciation), total assets and total net assets. The accompanying 2009 financial statements have been restated to correct these errors. The cumulative effect of the depreciation errors at June 1, 2008, the beginning of the earliest financial statement period presented, reduced net assets by $20.6 million. Depreciation expense for the fiscal year ended May 31, 2009 was increased by $4.6 million to $241.7 million, and accumulated depreciation at May 31, 2009 was increased by $25.2 million to $3,773.0 million.

The Commission in fiscal year 2010 determined that certain receipts from the Commonwealth related to oil company franchise taxes and motor license registration fees previously classified as nonoperating revenues should have been classified as capital contributions. These receipts are capital contributions under generally accepted accounting principles because the amounts received are legally restricted to capital projects of the Commission. The accompanying 2009 financial statements have been restated to correct these classification errors, which resulted in an increase in reported capital contributions of $85.4 million and a corresponding reduction in

2. Summary of Significant Accounting Policies (continued)

nonoperating revenues of $85.4 million. This reclassification, including the effects of correcting prior year classification errors, increased the reported amounts of restricted net assets by $200.0 million and $222.7 million at June 1, 2008 and May 31, 2009, respectively. Unrestricted net assets at June 1, 2008 and May 31, 2009 were reduced by equal amounts. In addition, the 2009 statement of cash flows has been restated to reclassify the 2009 cash receipts related to these capital contributions of $85.4 million as cash provided from capital and related financing activities rather than noncapital financing activities.

The Commission in fiscal year 2010 also determined, based on the Governmental Accounting Standards Board's 2010 Question and Answer Guide, that payables related to capital project costs previously classified as restricted and unrestricted net assets should have been classified as net assets invested in capital assets, net of related debt, while deferred bond issuance costs previously reported as net assets invested in capital assets, net of related debt should have been classified as restricted or unrestricted net assets. The accompanying 2009 financial statements have been restated to correct these classification errors. These reclassifications, including the effects of correcting classification errors prior to 2009, decreased reported amounts of net assets invested in capital assets, net of related debt by $19.0 million and $52.4 million at June 1, 2008 and May 31, 2009, respectively. Restricted net assets were increased by $21.1 million and $33.8 million at June 1, 2008 and May 31, 2009, respectively. Unrestricted net assets were decreased by $2.1 million and increased by $18.6 million at June 1, 2008 and May 31, 2009, respectively.

Adoption of New Accounting Pronouncements

In June 2007, GASB issued Statement No. 51, *Accounting and Financial Reporting for Intangible Assets*. This statement is effective for periods beginning after June 15, 2009. The Commission did not early adopt Statement No. 51. The objective of this Statement is to establish accounting and financial reporting requirements for intangible assets and to enhance the comparability of the accounting and financial reporting of such assets among state and local governments by reducing inconsistencies.

In June 2008, GASB issued Statement No. 53, *Accounting and Financial Reporting for Derivative Instruments*. This statement is effective for periods beginning after June 15, 2009. The Commission did not early adopt Statement No. 53. Under this statement, the fair value of swaps will be recorded and an evaluation will be made as to the effectiveness of the swaps as hedge transactions. Ineffective hedge transactions will be recognized currently in the Statements of Revenues, Expenses and Changes in Net Assets while recognition of effective hedges will be deferred.

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, as amended and supplemented July 1, 2009 and April 1, 2010. 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 System maintenance and operation, Act 44 payments and debt service.

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**
	(In Thousands)	
May 31, 2010		
Demand deposits	**$ 610,538**	**$ 615,430**
May 31, 2009		
Demand deposits	$ 588,223	$ 592,135

4. Cash and Investments (continued)

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 collateralized with obligations of, or guaranteed by, the United States of America.

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 financial assets. The policy generally has the same restrictions regarding permitted investments as the Indentures. Permitted investments include:

- U.S. Treasury Bills, Notes, Bonds, Strips;
- Time Deposits issued by a banking association organized and doing business under the laws of the United States of America or of any state that may have a combined capital and surplus of at least $50,000,000;
- Certificates of Deposit that are fully collateralized and issued by a bank, savings and loan or trust company organized under the laws of the United States or any state thereof;
- Investment Agreements with a bank, a bank holding company or a financial institution that has outstanding long-term indebtedness rated "AA" or better by Moody's and S&P;
- Obligations of any federal agencies which obligations are backed by the full faith and credit of the United States of America;

4. Cash and Investments (continued)

- Senior debt obligations rated "AAA" by S&P and "Aaa" by Moody's and issued by government-sponsored enterprises which include Federal Home Loan Bank, Federal Farm Credit Bank, Federal Home Loan Mortgage Corporation; and Federal National Mortgage Association;

- Mortgage-backed securities issued by an approved Federal agency and collateralized mortgage obligations with ratings of Aaa by Moody's and AAA by S&P's;

- Debt obligations of any state or local government entity with securities rated in the Aa/AA category;

- Commercial paper rated not less than "A-1/P-1/F-1", corporate bonds rated "Aa3/AA-" or better, and asset-backed securities rated "AAA";

- Repurchase agreements with banks or primary government dealers reporting to the Federal Reserve Bank of New York, collateralized by investments with a minimum 102% valuation in securities of U.S. Treasury bills, notes, bonds, strips, or obligations of any of federal agencies or senior debt obligations described above; and

- Share or Certificates in any short-term investment fund investing not less than 90% of its assets in obligations of U.S. treasury bills, notes, bonds, strips or time deposits.

All investment ratings shall be based on security ratings at the time of purchase. The portfolio's average credit quality should be rated Aa3/AA- or better by Moody's/S&P. Investments are generally purchased with the intent of holding to maturity with flexibility to restructure and rebalance portfolio holdings to manage risk and benefit from market opportunities.

The investment policy imposes the following additional limitations:

- Investments in any single Federal agency are limited to 35% of the portfolio.

- Investments in certificates of deposit and investment agreements are limited to 30% of the portfolio.

4. Cash and Investments (continued)

- Combined exposure to commercial paper, corporate bonds, and asset-backed securities, in aggregate, is limited to 35% of the total 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, 2010 is as follows:

	Quality Rating				
Debt Investments	**AAA**	**AA**	**A**	**A-1**	***Unrated**
			(In Thousands)		
Government agency securities	$ 376,735	$ 1,957	$ –	$ –	$ 22,332
Corporate obligations	54,507	87,315	–	–	5,894
Municipal bonds	36,451	170,997	–	–	–

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

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

4. Cash and Investments (continued)

Concentration of Credit Risk

As of May 31, 2010, the Commission had investments of more than 5% of its consolidated portfolio with the following issuers:

Issuer	Total Investments	Percent of Total
	(In Thousands)	
Federal Home Loan Bank	$ 133,296	9.54%
Federal National Mortgage Association	170,941	12.23

Interest Rate Risk

On May 31, 2010, the effective duration of the Commission's investments, by type, was as follows:

Investment Type	Fair Value	Effective Duration (Years)
	(In Thousands)	
U.S. Treasuries	$ 23,991	2.1726
GNMA mortgages	1,939	1.6300
Government agency securities	401,024	1.0101
Municipal bonds	207,448	1.2712
Corporate obligations	147,716	1.5043
Total investment securities and cash equivalents	$ 782,118	

4. Cash and Investments (continued)

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

	May 31 2010	May 31 2009
	(In Thousands)	
U.S. Treasuries	**$ 23,991**	$ 34,212
GNMA mortgages	**1,939**	7,677
Government agency securities	**401,024**	196,202
Municipal bonds	**207,448**	19,861
Corporate obligations	**147,716**	130,966
Guaranteed investment contracts	**–**	16,449
Total investment securities and cash equivalents	**782,118**	405,367
Demand deposits	**615,430**	592,135
Total cash and cash equivalents and investments	**$ 1,397,548**	$ 997,502

5. Capital Assets

A summary of changes to capital assets for the years ended May 31, 2010 and 2009 (restated) is as follows:

	Balance June 1, 2009	Additions	Transfers	Retirements	Balance May 31, 2010
			(In Thousands)		
Capital assets not being depreciated (cost)					
Land	$ 204,665	$ 30,224	$ –	$ 346	$ 234,543
Assets under construction	1,120,359	558,748	(478,651)	–	1,200,456
Total capital assets not being depreciated	1,325,024	588,972	(478,651)	346	1,434,999
Capital assets being depreciated (cost)					
Buildings	742,815	27,498	354	4,944	765,723
Improvements other than buildings	70,886	5,434	10,992	–	87,312
Equipment	454,609	11,185	10,303	3,851	472,246
Infrastructure	5,245,845	18,526	457,002	67,397	5,653,976
Total capital assets being depreciated	6,514,155	62,643	478,651	76,192	6,979,257
Less accumulated depreciation for:					
Buildings	250,243	20,509	–	2,802	267,950
Improvements other than buildings	50,404	3,551	–	–	53,955
Equipment	313,800	23,359	–	3,564	333,595
Infrastructure	3,158,523	212,897	–	3,339	3,368,081
Total accumulated depreciation	3,772,970	260,316	–	9,705	4,023,581
Total capital assets being depreciated, net	2,741,185	(197,673)	478,651	66,487	2,955,676
Total capital assets	$ 4,066,209	$ 391,299	$ –	$ 66,833	$ 4,390,675

5. Capital Assets (continued)

	Balance June 1, 2008[1]	Additions[1]	Transfers[1]	Retirements	Balance May 31, 2009[1]
			(In Thousands)		
Capital assets not being depreciated (cost)					
Land	$ 181,846	$ 23,209	$ –	$ 390	$ 204,665
Assets under construction	1,237,242	526,137	(643,020)	–	1,120,359
Total capital assets not being depreciated	1,419,088	549,346	(643,020)	390	1,325,024
Capital assets being depreciated (cost)					
Buildings	697,816	29	49,917	4,947	742,815
Improvements other than buildings	70,046	751	89	–	70,886
Equipment	450,142	5,664	14,006	15,203	454,609
Infrastructure	4,658,932	7,905	579,008	–	5,245,845
Total capital assets being depreciated	5,876,936	14,349	643,020	20,150	6,514,155
Less accumulated depreciation for:					
Buildings	233,845	19,981	–	3,583	250,243
Improvements other than buildings	47,835	2,569	–	–	50,404
Equipment	284,593	44,188	–	14,981	313,800
Infrastructure	2,983,560	174,963	–	–	3,158,523
Total accumulated depreciation	3,549,833	241,701	–	18,564	3,772,970
Total capital assets being depreciated, net	2,327,103	(227,352)	643,020	1,586	2,741,185
Total capital assets	$ 3,746,191	$ 321,994	$ –	$ 1,976	$ 4,066,209

[1] Note that amounts for the fiscal year ended May 31, 2009 have been restated as discussed in Note 2.

For the fiscal years ended May 31, 2010 and 2009, the Commission incurred interest costs of $16.9 million and $17.1 million, respectively, which qualified for capitalization. For 2010, the interest expense was offset by $0.3 million of interest income resulting in a net capitalization of $16.6 million. For 2009, the interest expense was offset by $9.2 million of interest income resulting in a net capitalization of $7.9 million.

During fiscal year 2010, certain useful lives were extended to more closely approximate the actual useful lives resulting in a reduction in depreciation expense of $21.0 million.

6. Debt

Debt consists of the following:

	May 31 2010	2009
	(In Thousands)	
Mainline Debt		
1998 Series Q: Issued $53,000 in July 1998 at a variable rate (based on SIFMA, reset daily, paid the 1st of each month); refunded.	$ –	$ 53,000
2001 Series R: Issued $186,025 in March 2001 at 5.00% to 5.125%, due in varying installments through December 1, 2030. Interest paid each June 1 and December 1.	**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. Interest paid each June 1 and December 1.	**126,015**	143,530
2001 Series T: Issued $86,660 in September 2001 at 4.13% to 5.50%, due in varying installments through December 1, 2013. Interest paid each June 1 and December 1.	**64,415**	72,755
2001 Series U: Issued $169,820 in September 2001 at a variable rate (based on SIFMA, reset weekly, paid the 1st of each month); refunded.	–	169,820
2002 Series A: Issued $288,265 in September 2002 at a variable rate (based on SIFMA, reset weekly, paid the 1st of each month); refunded.	–	288,265
2002 Series B: Issued $160,880 in September 2002 at a variable rate (based on SIFMA, reset weekly, paid the 1st of each month); refunded.	–	49,470
2004 Series A: Issued $269,245 in June 2004 at 5.00% to 5.50%, due in varying installments through December 1, 2034. Interest paid each June 1 and December 1.	**269,245**	269,245
2006 Series A: Issued $118,015 in June 2006 at 5.00%, due in varying installments through December 1, 2026. Interest paid each June 1 and December 1.	**118,015**	118,015
2007 Series A: Issued $280,830 in October 2007 at 4.00%, due in varying installments through October 15, 2009. Interest paid each April 15 and October 15; refunded.	–	280,830
2007 Series B (Federally Taxable): Issued $251,025 in October 2007 at 5.29% due in varying installments through October 15, 2009. Interest paid each April 15 and October 15; refunded.	–	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. Interest paid each June 1 and December 1.	**176,565**	176,565

6. Debt (continued)

	May 31 2010	May 31 2009
	(In Thousands)	
Mainline Debt (continued)		
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. Interest paid each June 1 and December 1.	**\$ 65,735**	\$ 68,290
2008 Series B Multi-Modal: Issued \$402,000 in May 2008 at a variable rate (based on SIFMA, reset weekly, paid the 1st of each month) due in varying installments through December 1, 2038.	**400,200**	402,000
2008 Series A Multi-Modal Refunding: Issued \$233,455 in May 2008 at a variable rate (based on SIFMA, reset weekly, paid the 1st of each month) due in varying installments through December 1, 2022.	**208,615**	221,705
2008 Series B Subordinate (Subseries B-2 Federally Taxable): Issued \$233,905 in July 2008 at 5.00% to 7.47% due in varying installments through June 1, 2036. Interest paid each June 1 and December 1.	**233,905**	233,905
2008 Series C Multi-Modal Revenue: Issued \$50,000 in August 2008 at a variable rate (based on SIFMA, reset weekly, paid the 1st of each month) due in varying installments through June 1, 2038.	**50,000**	50,000
2008 Series C Subordinate; C-1, C-2, C-4 (Subseries C-4 Federally Taxable): Issued \$411,110 in October 2008 at 4.00% to 6.25% due in varying installments through June 1, 2038. Interest paid each June 1 and December 1 (Subseries C-3 interest due on July 31, 2009); C-3 refunded.	**309,050**	411,110
2009 Series A Subordinate: Issued \$308,035 in January 2009 at 3.00% to 5.00% due in varying installments through June 1, 2039. Interest paid each June 1 and December 1.	**308,035**	308,035
2009 Series A Build America Bonds: Issued \$275,000 in June 2009 at 6.105% due in varying installments through December 1, 2039. Interest paid each June 1 and December 1.	**275,000**	–
2009 Series B Subordinate: Issued \$856,735 in July 2009 at 3.00% to 5.75% due in varying installments through June 1, 2039. Interest paid each June 1 and December 1.	**856,735**	–
2009 Series C Subordinate Capital Appreciation: Issued \$99,998 in July 2009 at 6.25% due in varying installments through June 1, 2033. Interest to be compounded semi-annually from July 2009 until June 1, 2016, thereafter paid each June and December 1. Series C issued as Capital Appreciation Bonds (CABs). Compounded interest to be paid at maturity or earlier redemption.	**105,314**	–

6. Debt (continued)

	May 31 2010	May 31 2009
	(In Thousands)	
Mainline Debt (continued)		
2009 Series D Subordinate: Issued $324,745 in October 2009 at 4% to 5.5% due in varying installments through December 1, 2041. Interest paid each June 1 and December 1.	**$ 324,745**	$ –
2009 Series E Subordinate: Issued $200,005 in October 2009 at 6% to 6.375% due in varying installments through December 1, 2038. Interest to be compounded semi-annually from October 2009 to December 1, 2017, thereafter paid each June and December 1. Series E issued as Capital Appreciation Bonds (CABs).The compounded interest to be paid at maturity or earlier redemption.	**207,494**	–
2009 Series B Senior: Issued $375,010 in December 2009 at 3% to 5% due in varying installments through December 1, 2025. Interest paid each June 1 and December 1.	**375,010**	–
2009 Series C Senior: Issued $208,280 in December 2009 at variable rate (based on SIFMA + .52% to 1.05%, paid the 1st of each month) due in varying installments through December 1, 2014.	**208,280**	–
2010 Sub-Series A-1 Subordinate (BAN): Issued $225,095 in April 2010 at a variable rate (based on SIFMA + .75% to 9.5%) due July 15, 2011.	**225,095**	–
2010 Sub-Series A-2 Subordinate (BAN): Issued $79,900 in May 2010 at a variable rate (based on LIBOR + 125 basis points to 9.5%) due July 15, 2011.	**79,900**	–
Total Mainline debt payable	**5,173,393**	3,753,590
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. Interest paid each June 1 and December 1; refunded.	–	18,505
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. Interest paid each June 1 and December 1; refunded.	–	28,845
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. Interest paid each June 1 and December 1.	**49,300**	53,405

6. Debt (continued)

	May 31 2010	May 31 2009
	(In Thousands)	
Oil Company Franchise Tax Debt (continued)		
2003 Series B Oil Company Franchise Tax Revenue: Issued $197,955 in August 2003 at 2.38% to 5.50%, partially defeased in November 2006, due in varying installments through December 1, 2032. Interest paid each June 1 and December 1.	**$ 66,420**	$ 69,910
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. Interest paid each June 1 and December 1.	**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. Interest paid each June 1 and December 1.	**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. Interest paid each June 1 and December 1.	**141,370**	141,670
2009 Series A, B, C Senior Oil Company Franchise Tax Revenue Bonds: Issued $164,181 in October 2009. Series A issued at 2.00% to 5.85% due in varying installments through December 1, 2023. Series B (Build America Bonds, Issuer Subsidy) issued at 5.85% due in varying installments through December 1, 2037. Interest paid each June 1 and December 1. Series C issued as Capital Appreciation Bonds (CABs) at 5.30%. Interest on the CABs is deferred until maturity on December 1, 2039.	**164,698**	–
2009 Series D&E Subordinate Oil Company Franchise Tax Revenue Bonds: Issued $134,065 in October 2009. Series D issued at 2.00% to 5.00% due in varying installments through December 1, 2027. Series E (Issuer Subsidy, Build America Bonds) issued at 6.378% due in varying installments through December 1, 2037.	**134,065**	–
Total Oil Company Franchise Tax debt payable	**814,558**	571,040

6. Debt (continued)

	May 31 2010	May 31 2009
	(In Thousands)	
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. Interest paid each January 15 and July 15.	$ **210,595**	$ 216,280
2005 Series B, C, and D: Issued $231,425 in August 2005 at a variable rate (based on SIFMA, reset weekly, paid the 15th of each month) due in varying installments through July 15, 2041.	**231,425**	231,425
Total Motor License Registration Fee debt payable	**442,020**	447,705
Total debt payable	**6,429,971**	4,772,335
Unamortized premium	**85,206**	50,337
Unamortized deferred loss on refundings	**(114,703)**	(65,855)
Total debt, net of unamortized premium and deferred loss on refundings	**6,400,474**	4,756,817
Less current portion	**155,555**	709,715
Debt, noncurrent portion	$ **6,244,919**	$ 4,047,102

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 a 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 accordingly.

6. Debt (continued)

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.

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, 2009	Additions	Reductions	Balance at May 31, 2010	Due Within One Year
			(In Thousands)		
Mainline debt	$ 3,753,590	$ 2,657,573	$ 1,237,770	$ 5,173,393	$ 135,070
Oil Company Franchise Tax debt	571,040	298,763	55,245	814,558	14,605
Motor License Registration Fee debt	447,705	–	5,685	442,020	5,880
	4,772,335	2,956,336	1,298,700	6,429,971	155,555
Premium (discount), net	50,337	38,732	3,863	85,206	–
Unamortized deferred loss on refundings	(65,855)	(69,721)	(20,873)	(114,703)	–
	$ 4,756,817	$ 2,925,347	$ 1,281,690	$ 6,400,474	$ 155,555

6. Debt (continued)

	Balance at June 1, 2008	Additions	Reductions	Balance at May 31, 2009	Due Within One Year
			(In Thousands)		
Mainline debt	$ 2,800,035	$ 1,003,050	$ 49,495	$ 3,753,590	$ 690,955
Oil Company Franchise Tax debt	583,600	–	12,560	571,040	13,075
Motor License Registration Fee debt	453,205	–	5,500	447,705	5,685
	3,836,840	1,003,050	67,555	4,772,335	709,715
Premium (discount), net	56,906	(2,151)	4,418	50,337	–
Unamortized deferred loss on refundings	(70,904)	–	(5,049)	(65,855)	–
	$ 3,822,842	$ 1,000,899	$ 66,924	$ 4,756,817	$ 709,715

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

In July 2008, the Commission issued $233,905,000 Turnpike Subordinate Revenue Bonds, Series B of 2008. These bonds were issued primarily to finance the costs of making payments to fund certain grants to mass transit agencies and to fund various road, highway and bridge capital projects of PennDOT in accordance with Act 44.

In August 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.

In October 2008, the Commission issued $411,110,000 Turnpike Subordinate Revenue Bonds, Series C of 2008. The bonds consist of Subseries C-1 Subordinate Revenue Bonds issued for $231,335,000, Subseries C-3 Subordinate Revenue Bond Anticipation Notes issued for $102,060,000 and Subseries C-4 Subordinate Revenue Bond Anticipation Notes (federally taxable) issued for $77,715,000. These bonds 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.

6. Debt (continued)

In January 2009, the Commission issued $308,035,000 Turnpike Subordinate Revenue Bonds, Series A of 2009. The 2009 A Subordinate Bonds 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.

In July 2009, the Commission issued $275,000,000 Turnpike Revenue Bonds Series A of 2009, Federally Taxable, Issue Subsidy, Build America Bonds. The 2009 Series A bonds were issued at a fixed rate and were issued primarily to finance the cost of the capital projects set forth in the Commission's Ten Year Capital Plan.

In July 2009, the Commission issued $856,735,000 Turnpike Subordinate Revenue Bonds, Series B and $99,998,204.25 Capital Appreciation Bonds Series C of 2009. The B&C bonds were issued at a fixed rate. The B&C bonds were issued to make payments to PennDOT in accordance with Act 44 and to provide funds to redeem the Series 2007 A&B Bond Anticipation Notes and the 2008 C-3 Bond Anticipation Notes.

In October 2009, the Commission issued $21,550,000 Oil Franchise Tax Senior Revenue Bonds, Series A of 2009; $127,170,000 Pennsylvania Turnpike Commission Oil Franchise Tax Senior Revenue Bonds, Series B of 2009 (Federally Taxable—Issuer Subsidy—Build America Bonds); $15,461,246 Pennsylvania Turnpike Commission Oil Franchise Tax Senior Revenue Capital Appreciation Bonds, Series C of 2009 (Capital Appreciation Bonds); $31,560,000 Pennsylvania Turnpike Commission Oil Franchise Tax Subordinate Revenue Bonds, Series D of 2009; and $102,505,000 Pennsylvania Turnpike Commission Oil Franchise Tax Subordinate Revenue Bonds, Series E of 2009 (Federally Taxable—Issuer Subsidy—Build America Bonds). The Commission has designated the 2009 B and E 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 35% of the interest payable on the 2009 B and E bonds.

The 2009 A bonds were issued primarily to refund the Oil Franchise Tax Series 1998 A and to provide funds to finance a portion of the costs of constructing the Mon/Fayette Expressway and Southern Beltway. The 2009 B & C bonds were issued to finance a portion of the costs of constructing the Mon/Fayette Expressway and Southern Beltway. The D and E bonds were issued primarily to refund the Series B of 1998 and to provide funds to finance a portion of the cost of constructing the Mon/Fayette Expressway and Southern Beltway. The reacquisition price exceeded the net carrying amount of the 1998 A&B bonds by $1,268,140 and will be amortized over the life of the old bonds. These advance refundings resulted in a net present value savings of $1,700,000 for the 1998 A bonds and $1,100,000 for the 1998 B bonds.

6. Debt (continued)

In October 2009, the Commission issued $324,745,000 Turnpike Subordinate Revenue Bonds Series D and $200,004,558.45 Turnpike Subordinate Revenue, Capital Appreciation Bonds (CABs) Series E of 2009. The D&E bonds were issued primarily to make payments to PennDOT in accordance with Act 44.

In December 2009, the Commission issued $375,010,000 Turnpike Senior Revenue Refunding Bonds Series B of 2009. The bonds were issued to refund Series U of 2001, Series B of 2002 and partially refund Series A of 2002. In addition, the 2009 B bonds were issued to fund the termination fees of certain swaps related to the 2001 U, 2002 A and 2002 B bonds. The termination fees amounted to $25,250,000 for the 2001 U bonds, $24,887,900 for the 2002 A bonds and $2,528,000 for the 2002 B bonds. The reacquisition price exceeded the net carrying amount of the 2001 U bonds by $7,023,455; the 2002 A bonds by $2,979,426 and the 2002 B bonds by $1,866,873. The net carrying amount along with the swap termination fees will be amortized over the life of the old bonds for the 2001 U and 2002 B Series and over the life of the new bonds for the 2002 A Series. This refunding was undertaken to limit the Commission's exposure to credit facility providers and to reduce its interest rate derivative portfolio. The 2009 B refunding produced in excess of $10.8 million in net present value savings, assuming bond support costs for the refunded bonds at market levels at the time of the refunding.

In December 2009, the Commission also issued $208,280,000 Turnpike Senior Revenue Refunding Bonds Series C of 2009. The bonds were issued to refund Series Q of 1998 and partially refund Series A of 2002. The reacquisition price exceeded the net carrying amount of the 1998 Q bonds by $447,956 and the 2002 A bonds by $3,359,779 and will be amortized over the life of the new bonds. This refunding was undertaken to limit the Commission's exposure to credit facility providers and to reduce its interest rate derivative portfolio. The 2009 C bonds are anticipated to be refinanced as they come due at then prevailing market levels.

In April 2010, the Commission issued $225,095,000 Turnpike Bond Anticipation Notes 2010 A-1. The 2010 A-1 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.

In May 2010, the Commission issued $79,900,000 2010 Series A-2 Turnpike Bond Anticipation Notes. The A-2 Series Anticipation Notes were issued primarily to provide funds to redeem the 2008 Series C-4 Bond Anticipation Notes by their maturity date.

6. Debt (continued)

In prior years, 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, 2010 and 2009, the Commission had \$881.6 million and \$895.5 million, respectively, of defeased bonds outstanding.

Total debt service requirements subsequent to May 31, 2010 are as follows:

Year Ending May 31	Principal Maturities	Interest	Total
		(In Thousands)	
2011	$ 155,555	$ 251,969	$ 407,524
2012	438,395	243,110	681,505
2013	137,385	239,030	376,415
2014	180,225	234,535	414,760
2015	170,340	228,323	398,663
2016 – 2020	670,950	1,138,297	1,809,247
2021 – 2025	868,675	1,047,001	1,915,676
2026 – 2030	891,628	837,200	1,728,828
2031 – 2035	1,219,497	662,232	1,881,729
2036 – 2040	1,368,811	336,752	1,705,563
2041 – 2045	328,510	22,294	350,804
	$ 6,429,971	$ 5,240,743	$ 11,670,714

6. Debt (continued)

Debt service requirements subsequent to May 31, 2010 related to the Mainline debt are as follows:

Year Ending May 31	Principal Maturities	Interest	Total
		(In Thousands)	
2011	$ 135,070	$ 199,609	$ 334,679
2012	417,105	191,554	608,659
2013	115,140	188,418	303,558
2014	156,955	184,932	341,887
2015	146,000	179,786	325,786
2016 – 2020	530,560	914,103	1,444,663
2021 – 2025	689,280	861,551	1,550,831
2026 – 2030	661,873	702,242	1,364,115
2031 – 2035	927,452	587,444	1,514,896
2036 – 2040	1,116,173	268,792	1,384,965
2041 – 2045	277,785	22,213	299,998
	$ 5,173,393	$ 4,300,644	$ 9,474,037

6. Debt (continued)

Debt service requirements subsequent to May 31, 2010 related to Oil Company Franchise Tax debt are as follows:

Year Ending May 31	Principal Maturities	Interest	Total
		(In Thousands)	
2011	$ 14,605	$ 40,965	$ 55,570
2012	15,195	40,420	55,615
2013	15,850	39,788	55,638
2014	16,550	39,107	55,657
2015	17,290	38,386	55,676
2016 – 2020	99,335	179,405	278,740
2021 – 2025	126,390	152,931	279,321
2026 – 2030	161,285	118,299	279,584
2031 – 2035	204,470	71,703	276,173
2036 – 2040	143,588	66,636	210,224
	$ 814,558	$ 787,640	$ 1,602,198

6. Debt (continued)

Debt service requirements subsequent to May 31, 2010 related to Motor License Registration Fee debt are as follows:

Year Ending May 31	Principal Maturities	Interest	Total
		(In Thousands)	
2011	$ 5,880	$ 11,395	$ 17,275
2012	6,095	11,136	17,231
2013	6,395	10,824	17,219
2014	6,720	10,496	17,216
2015	7,050	10,151	17,201
2016 – 2020	41,055	44,789	85,844
2021 – 2025	53,005	32,519	85,524
2026 – 2030	68,470	16,659	85,129
2031 – 2035	87,575	3,085	90,660
2036 – 2040	109,050	1,324	110,374
2041 – 2045	50,725	81	50,806
	$ 442,020	$ 152,459	$ 594,479

6. Debt (continued)

Swap Payments and Associated Debt

Net swap payments and related debt service requirements subsequent to May 31, 2010, assuming current interest rates remain the same for the term of the agreements are as follows:

Year Ending May 31	Variable-Rate Bonds Principal Maturities	Variable-Rate Bonds Interest	Fixed Interest Rate Swaps, Net	Total
	(In Thousands)			
2011	$ 1,870	$ 1,723	$ 24,874	$ 28,467
2012	1,940	1,717	24,874	28,531
2013	2,035	1,712	24,874	28,621
2014	2,110	1,705	23,085	26,900
2015	2,195	1,699	21,155	25,049
2016 – 2020	12,385	8,393	105,907	126,685
2021 – 2025	15,130	8,194	108,401	131,725
2026 – 2030	77,215	7,719	107,653	192,587
2031 – 2035	214,475	5,626	80,746	300,847
2036 – 2040	251,545	2,126	30,652	284,323
2041 – 2045	50,725	81	1,179	51,985
	$ 631,625	$ 40,695	$ 553,400	$ 1,225,720

6. Debt (continued)

Year Ending May 31	Fixed-Rate Bonds Principal Maturities	Fixed-Rate Bonds Interest	Variable Interest Rate Swaps, Net	Total
	(In Thousands)			
2011	$ –	$ 13,901	$ (5,542)	$ 8,359
2012	–	13,901	(5,531)	8,370
2013	–	13,901	(5,518)	8,383
2014	–	13,901	(5,505)	8,396
2015	–	13,900	(8,391)	5,509
2016 – 2020	–	69,504	(41,726)	27,778
2021 – 2025	72,040	66,358	(37,464)	100,934
2026 – 2030	141,825	33,873	(14,945)	160,753
2031 – 2035	64,150	6,504	(3,300)	67,354
2036 – 2040	–	–	(441)	(441)
	$ 278,015	$ 245,743	$ (128,363)	$ 395,395

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 with three years of service or with 35 years of service if under age 60 are entitled to an unreduced annual retirement benefit.

7. Retirement Benefits (continued)

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.

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 is as follows:

Year Ended June 30	Class A	Class AA
2010	**2.52%**	**3.15%**
2009	2.64%	3.29%
2008	2.63%	3.28%

7. Retirement Benefits (continued)

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

Year Ended May 31	Commission Required Contribution	% Contributed
	(In Millions)	
2010	**$ 3.9**	**100%**
2009	$ 3.8	100%
2008	$ 3.7	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.

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.

8. Commitments and Contingencies (continued)

Recent Correspondence from the Internal Revenue Service

The Commission received correspondence from the IRS dated September 27, 2010. In that letter, the IRS states that the Commission's $275,000,000 Turnpike Revenue Bonds, Series A of 2009 (Federally Taxable-Issuer Subsidy-Build America Bonds) have been named for examination. The IRS further states that it "routinely" examines municipal debt issuances to determine compliance with Federal tax requirements and that at this time, the IRS has no reason to believe that the Commission's debt issuance fails to comply with any of the applicable tax requirements.

The IRS letter requests that certain documents and information from the Commission be supplied to the IRS by November 1, 2010. The Commission intends to cooperate fully with the IRS letter and any additional requests made by the IRS.

Open Purchase Order Commitments

The Commission had open purchase order commitments of approximately $676,740,000 and $1,166,707,000 at May 31, 2010 and 2009, respectively.

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 Funding Agreement) as required under the terms of Act 44. The Funding Agreement provides for an option to the Commission to lease the portion of Interstate 80 located in the Commonwealth from PennDOT. In addition, the Funding 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 Funding Agreement is fifty years.

The Funding 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. FHWA's approval of the tolling of I-80 is required in order for the Conversion to occur.

8. Commitments and Contingencies (continued)

On April 6, 2010, the FHWA denied the Commission's application to toll I-80. Barring any unforeseen circumstances, the Commission does not expect to appeal the FHWA's decision or pursue the tolling of I-80 further. Also, the Commission does not plan to extend the Conversion Period during the notice period provided under the Funding Agreement. The Conversion Period will terminate on October 14, 2010.

In addition, the Funding Agreement commits the Commission to make certain payments to PennDOT. The Commission made payments of $900 million and $850 million (recorded as nonoperating expense) in fiscal 2010 and fiscal 2009, respectively.

Act 44 provides that under certain circumstances, payments to PennDOT drop to $450 million annually for the remaining term of the Funding Agreement. It is the Commission's position that the reduced payment of $450 million is effective beginning with the 2010-11 Fiscal Year. The Commission intends to pay this amount on a quarterly basis as provided in Act 44, and made the first such payment in the amount of $112.5 million on July 29, 2010. In addition, the Commission's obligation under Act 44 to make annual surplus payments of the General Reserve Fund Surplus (as defined in Act 44) at the end of each Fiscal Year, which would have commenced upon Conversion, also terminates if the Conversion does not occur.

On August 4, 2010, the Commission received a letter from PennDOT, executed by the Secretary of Transportation (also the Chairman of the Commission), in which PennDOT acknowledged receipt of the Commission's first quarterly payment for Fiscal Year 2010-2011 on July 29, 2010 in the amount of $112.5 million but stated that it was not aware of a basis for a reduction in the Commission's quarterly payments until the beginning of Fiscal Year 2011-2012 (the "August 4th Letter"). The August 4th Letter requested that the Commission provide a written legal analysis of the basis for the Commission's determination that the amount of its July 2010 payment is consistent with Act 44 and the Funding Agreement given that the two parties are apparently not in agreement on the required amount of such payment.

The Commission received a second letter from PennDOT, executed by the Secretary of Transportation, dated August 16, 2010 (the "August 16th Letter"), stated that the payment received on July 29, 2010 was less than PennDOT believes is owed. The remaining amount owed for the first quarterly payment made in July 2010 was stated to be $118.125 million. PennDOT's stated position would apply to the remainder of the Fiscal Year 2010-2011 quarterly payments. Further, the August 16th Letter stated that PennDOT was invoking the remedies and sanctions available under Act 44 and the Funding Agreement, and that it was PennDOT's

8. Commitments and Contingencies (continued)

position that the August 4th Letter started the 45-day period under the Funding Agreement to cure the Commission's alleged failure to make the July 2010 quarterly payment required under the Funding Agreement. Assuming the 45-day period commenced on August 4, 2010, the 45-day period expired on September 18, 2010; provided, however, that the conclusion of such period will be deferred if the Commission prevails in its position that invoking the informal dispute resolution procedures provided for under the Funding Agreement prior to September 18, 2010 tolled the cure period (such 45-day period, as deferred, if applicable, the "***Cure Period***"). Because PennDOT has claimed that the Commission must pay the higher payment for Fiscal Year 2010-11, and the Commission disputes that claim, the Funding Agreement requires that the parties must enter an informal dispute resolution process before pursuing other remedies.

If the Commission and PennDOT do not resolve the disagreement regarding the amount of the payments due in Fiscal Year 2010-2011 under Act 44 and the Funding Agreement during the Cure Period, the Funding Agreement provides that PennDOT may seek and receive, as its sole and exclusive remedy pursuant to the Funding Agreement, to have all actions of the Commission taken by a vote of the Commissioners passed by a unanimous vote of all Commissioners until such time as the payment, as agreed to by the Commission and PennDOT, is made. Under Act 44, a unanimous vote is not required if it would prevent the Commission from complying with covenants with "current bondholders, debt holders or creditors". The Funding Agreement does not refer to "current bondholders, debt holders or creditors", but provides that a unanimous vote is not required if it would prevent the Commission from complying with covenants with "bondholders, debt holders or creditors having such status as of the Effective Date" which under the Funding Agreement is defined as October 14, 2007.

On August 31, 2010, the Commission sent PennDOT a response letter in which it disputed the claims made in the August 16th Letter and invoked the informal dispute resolution process. The Commission has not yet determined whether it will provide the legal analysis requested by PennDOT in the August 4th Letter.

It is anticipated that there will be further communications between the parties concerning these matters. The resolution of these matters and the timing of such resolution is uncertain. There can be no assurance that PennDOT will not seek remedies in addition to the requirement of unanimous voting by the Commissioners. Furthermore, legislation has been proposed and may be introduced to amend Act 44 to require that the Commission make payments in excess of $450,000,000 to PennDOT for one or more additional years. Consequently, the Commission may be required to make payments in amounts greater than $450,000,000 for one or more Fiscal Years, but the likelihood of such higher payments cannot be determined at this time.

8. Commitments and Contingencies (continued)

Further, Act 44 provides that if the Secretary of the Budget notifies the Commission of a failure to make a payment to PennDOT under the Act and Funding Agreement, all actions of the Commission taken by a vote of the Commissioners shall be passed by a unanimous vote of all Commissioners until such time as the payment is made. However, a unanimous vote shall not be required if it would prevent the Commission from complying with certain covenants, as described above. The Commission has been advised that the Office of the Budget of the Commonwealth may assert that the reduced annual payment obligation is not effective until Fiscal Year 2011-12 and that a higher amount, a maximum of $922,500,000, is payable in Fiscal 2010-2011.

The Commission is required by the terms of the Funding Agreement and Act 44 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 Funding Agreement when due and other obligations of the Commission, and the Commission has covenanted in the Subordinate Indenture to set tolls at a level sufficient to meet its coverage obligations taking into account any additional debt incurred in order to make such payments.

As part of its operating plan, the Commission plans to continue to increase toll rates to meet its obligations. However, because of the significance of the quarterly payments that are due to PennDOT, and insufficient sources of cash flows from current operations, the Commission plans to issue debt for the foreseeable future to finance its required payments to PennDOT. There can be no assurance that the Commission will be able to continue to issue debt on terms that are acceptable, or at all, to finance these obligations. As previously discussed, the sole and exclusive remedy for the failure to make the required payments to PennDOT under the Funding Agreement is that all actions of the Commission require unanimous vote of the Commissioners until such time that required payments are made. This requirement for a unanimous vote of the Commission does not apply if it would prevent the Commission from complying with debt covenants.

The payment obligations of the Commission under the Funding Agreement are 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 for the Commission. However, the Commission is required by the terms of the Funding Agreement 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 Funding Agreement when due and other obligations of the Commission.

8. Commitments and Contingencies (continued)

Interest Rate Swaps

On December 18, 2008, the Commission entered into two forward starting swap agreements. Each swap agreement had a notional amount of $150,000,000 with an effective date of June 1, 2010 and a termination date of June 1, 2039. The Commission entered into these forward starting interest rate swaps to hedge its exposure to interest rate variations and interest rate costs with respect to the Series 2009 A and Series 2010 B Mainline Revenue Bonds. The Commission issued its Series 2009 A revenue bonds in June 2009 and issued its Series 2010 B revenue bonds in September 2010.

In December 2009, the Commission fully terminated the swaps related to the Mainline 2002 B and the 2001 U bonds. The Commission partially terminated the 2002 A swaps. The remaining portion of the 2002 A swap contracts are now associated with the 2009 C bonds which were used in part to refund the 2002 A bonds. Termination fees of $52.7 million were paid to the counterparties. Such fees were added to the basis of the refunded bonds in calculating the gain/loss on extinguishment, which will be amortized over the shorter of the term of the new bonds or the old bonds.

In May 2010, the Commission executed suspensions of approximately three to four years with counterparties related to certain constant maturity swaps. The suspensions provided for lump-sum payments to the Commission totaling $20.7 million. These payments were in lieu of interest payments that may have been received by the Commission during the term of the suspensions and will be recognized over the term of the suspensions. At the end of the suspensions, these constant maturity swaps will revert back to their original terms.

8. Commitments and Contingencies (continued)

Following is a summary of the swaps in place as of May 31, 2010. These swap agreements contain certain risks as described below.

			Receivable		Payable		Fair Value
Associated Debt	Notional Value	Final Maturity	Floating Rate Index(1)	Fixed Rate	Floating Rate Index(1)	Fixed Rate	(to) from Counterparty
Series C 2009	$ 38,520,000	12/01/2030	67.00% of 1-month LIBOR			4.40%	$ (9,804,107)
(formerly 2002 A)	76,990,000	12/01/2030					(19,604,533)
	38,520,000	12/01/2030					(9,804,057)
CMS 2001U & 2002A							
Suspended until 7/1/2013	107,784,000	12/01/2030	60.08% of 10-year LIBOR		67.00% of 1-month		1,251,126
	107,784,000	12/01/2030			LIBOR		6,697,948
Suspended until 7/1/2014	106,563,676	12/01/2030					670,916
	134,733,000	12/01/2030					8,369,012
Series C 2003	48,000,000	12/01/2032	63.00% of 1-month LIBOR		SIFMA		(5,129,722)
	112,000,000	12/01/2032	Plus 20 basis points				(11,970,533)
CMS Series C 2003							
Suspended until 5/15/ 2014	80,000,000	11/15/2032	60.15% of 10-year LIBOR		67.00% of 1-month		587,853
Suspended until 5/15/2014	80,000,000	11/15/2032			LIBOR		587,853
Series B, C, D 2005	57,860,000	07/15/2041	SIFMA			4.20%	(6,748,840)
	57,845,000	07/15/2041					(6,734,827)
	57,860,000	07/15/2041					(6,743,043)
	57,860,000	07/15/2041					(6,743,043)
Series A 2006	118,015,000	12/01/2026		4.19%	SIFMA		14,385,059
	100,000,000	12/01/2038	SIFMA			4.89%	(22,828,250)
Series B 2008	100,000,000	12/01/2038					(22,852,422)
	100,000,000	12/01/2038					(22,828,244)
Series A 2009	150,000,000	06/01/2039	99.68% of 3-month LIBOR		SIFMA		9,844,390
Series B 2010	150,000,000	06/01/2039	99.80% of 3-month LIBOR		SIFMA		9,944,221

(1) 1-month LIBOR was .35125% at May 31, 2010.
3-month LIBOR was .53625% at May 31, 2010.
10-year LIBOR was 3.404% at May 31, 2010.
SIFMA was .29 % at May 31, 2010.

8. Commitments and Contingencies (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 Series A of 2002 constant maturity swaps, the Series C of 2003 constant maturity swaps, the Series A of 2006 swaps, the Series A of 2009, and the Series B of 2010 forward starting swaps at May 31, 2010. 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, 2010. The credit ratings of the swap providers as of May 31, 2010 were A to AAA and A2 to Aaa 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. Additionally, the Commission will be exposed to variable interest rates if the swap provider for a variable-to-fixed swap agreement defaults or if a variable-to-fixed swap is terminated.

- ***Basis Risk*** – The Commission is exposed to basis risk related to Series C of 2003, and Series A of 2009, 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 risk for the Series A of 2009 is to the extent SIFMA exceeds 99.68% of 3-month LIBOR and the Series B of 2010 is to the extent SIFMA exceeds 99.80% of 3-month LIBOR. 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 LIBOR. The exposure for Series U of 2001 and Series A of 2002 constant maturity swaps is to the extent 67% of one-month LIBOR exceeds 60.08% of 10-year LIBOR.

8. Commitments and Contingencies (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 generally the Commission's intent at the time of swap execution to maintain the swap transactions for the life of the financing.

9. Related Party Transactions

The Commission incurred costs of $36.4 million in each of the fiscal years ended May 31, 2010 and 2009 related to its use of the Commonwealth's State Police in patrolling the Turnpike System.

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's financial statements are not included in the financial statements of a public employee retirement system. The Plan issues a stand-alone financial report, which can be obtained by contacting the Commission's Accounting Department.

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.

10. Postemployment Benefits (continued)

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.

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 (ARC) as determined by the Commission's actuary during the approval of each Operating Budget.

Annual OPEB Cost and Net OPEB Asset

The Commission's ARC for fiscal 2010 was $29,144,000. The Commission made contributions towards the ARC totaling $28,677,160. The contributions towards the ARC consisted of $30,000,000 transferred to the Retiree Medical Trust offset by $1,322,840 in contributions from retirees. The contributions were also offset by a $45,299 ARC adjustment which resulted in an ending OPEB asset of $1,764,182 which was recorded as an other asset on the balance sheet at year end. The Commission's net OPEB cost for fiscal 2010 was $29,189,299.

The ARC for fiscal 2009 was $27,835,000. The Commission made contributions towards the ARC totaling $29,033,699. The contributions towards the ARC consisted of $28,000,000 transferred to the Retiree Medical Trust plus $2,167,629 paid to retiree medical benefit providers for current premiums offset by $1,133,930 in contributions from retirees. The contributions were offset by a $16,675 ARC adjustment which resulted in an ending OPEB asset of $2,276,321, which was recorded as an other asset on the balance sheet at year end and a net OPEB cost of

10. Postemployment Benefits (continued)

$27,851,675 for fiscal 2009. The following chart summarizes the components of the Commission's annual OPEB cost for the years ended May 31, 2010, 2009 and 2008 and the amount contributed to the Plan.

Fiscal Year Ended May 31,	Normal Cost	30-Year Level Dollar Amortization of the Unfunded Actuarial Accrued Liability (UAAL)	Mid-Year Contribution Interest	ARC Adjustment	Annual OPEB Cost	Actual Contributions	Percentage Contributed	Ending Net OPEB Asset
				(Dollar Amounts in Thousands)				
2010	$ 6,655	$ 21,389	$ 1,100	$ 45	$ 29,189	$ 28,677	98.25%	$ 1,764
2009	$ 6,373	$ 20,391	$ 1,071	$ 17	$ 27,852	$ 29,034	104.2%	$ 2,276
2008	$ 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 March 1, 2008 using census data collected as of March 1, 2008 and health care claims for the period ended March 1, 2008.

Retiree and spouse contribution rates at May 31, 2010 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.

10. Postemployment Benefits (continued)

Funding Status and Funding Progress

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
			(Dollar Amounts in Thousands)			
2010	$ 66,436	$ 263,398	$ 196,962	25.2%	$ 123,754	159.2%

The actuarial value of assets, AAL, and UAAL amounts for the fiscal year ended May 31, 2010 in the above chart was obtained from an actuarial valuation, prepared by an independent actuary, as of March 1, 2010.

The schedule of funding progress, presented as required supplementary information (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 are, in part, the result of 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

10. Postemployment Benefits (continued)

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 March 1, 2010 valuation.

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 2020	5% in 2024	5%	4%
Annual Change	0.5% decrease	0.5% 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 $30.3 million and $26.8 million for loss and loss adjustment expenses on claims relating to self-insurance that have been incurred but not reported as of May 31, 2010 and 2009, respectively. This liability is based on GASB Statement No. 10, *Accounting and Financial Reporting for Risk Financing and Related Insurance Issues*, which

11. Self-Insurance (continued)

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 rate of 4.05% for each of the fiscal years ended May 31, 2010 and 2009. 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, 2010 and 2009. 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, 2009 Liability	Effects of Discount as of June 1, 2009	Incurred Claims		Paid Claims		Effects of Discount as of May 31, 2010	May 31, 2010 Liability
			Current Year	Prior Years	Current Year	Prior Years		
			(In Thousands)					
Year ended May 31, 2010								
Workers' compensation	**$ 7,724**	**$ 2,099**	**$ 902**	**$ 1,133**	**$ (491)**	**$ (2,208)**	**$ (1,995)**	**$ 7,164**
Automobile/general tort	**19,061**	**–**	**2,810**	**1,384**	**(21)**	**(53)**	**–**	**23,181**
	$ 26,785	**$ 2,099**	**$ 3,712**	**$ 2,517**	**$ (512)**	**$ (2,261)**	**$ (1,995)**	**$ 30,345**

	June 1, 2008 Liability	Effects of Discount as of June 1, 2008	Incurred Claims		Paid Claims		Effects of Discount as of May 31, 2009	May 31, 2009 Liability
			Current Year	Prior Years	Current Year	Prior Years		
			(In Thousands)					
Year ended May 31, 2009								
Workers' compensation	$ 7,070	$ 1,732	$ 1,622	$ 2,403	$ (623)	$ (2,381)	$ (2,099)	$ 7,724
Automobile/general tort	15,200	–	96	4,118	(24)	(329)	–	19,061
	$ 22,270	$ 1,732	$ 1,718	$ 6,521	$ (647)	$ (2,710)	$ (2,099)	$ 26,785

11. Self-Insurance (continued)

	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		
				(In Thousands)				
Year ended May 31, 2009								
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
	$ 18,570	$ 2,023	$ 1,258	$ 5,086	$ (726)	$ (2,209)	$ (1,732)	$ 22,270

The foregoing reflects an adjustment for a deficiency of $2.5 million, $6.5 million, and $5.1 million for the fiscal years ended May 31, 2010, 2009, and 2008, respectively, for prior years' incurred claims that resulted from a change in estimate as more information became available.

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 $2.0 million in both November 2009 and 2008.

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, 2010 and 2009 is as follows:

Fiscal Year Ended May 31	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
			(In Thousands)		
2010	**$ 16,908**	**$ 12,944**	**$ 12,882**	**$ 16,970**	**$ 10,145**
2009	$ 16,847	$ 12,713	$ 12,652	$ 16,908	$ 10,108

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 2003 Series A, B, and C Oil Company Franchise Tax Revenue Bonds, the 2006 Series A and B Oil Company Franchise Tax Revenue Bonds and the 2009 A, B, C, D and E 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.

13. Segment Information (continued)

Balance Sheet

	May 31, 2010			
	Mainline	Oil Franchise	Motor License	Total
	(In Thousands)			
Assets				
Current assets:				
Cash and cash equivalents	$ 105,934	$ –	$ –	$ 105,934
Accounts receivable	27	–	–	27
Accrued interest receivable	178	–	–	178
Inventories	22,302	–	–	22,302
Restricted current assets:				
Cash and cash equivalents	389,006	98,513	21,977	509,496
Short-term investments	94,546	57,210	2,595	154,351
Accounts receivable	37,943	118	–	38,061
Accrued interest receivable	1,620	2,427	151	4,198
Total current assets	651,556	158,268	24,723	834,547
Noncurrent assets:				
Long-term investments:				
Long-term investments unrestricted	27,148	–	–	27,148
Long-term investments restricted	345,592	234,626	20,401	600,619
Total long-term investments	372,740	234,626	20,401	627,767
Capital assets not being depreciated:				
Land	234,543	–	–	234,543
Assets under construction	1,200,456	–	–	1,200,456
Capital assets being depreciated:				
Buildings	765,723	–	–	765,723
Improvements other than buildings	87,312	–	–	87,312
Equipment	472,246	–	–	472,246
Infrastructure	5,653,976	–	–	5,653,976
	8,414,256	–	–	8,414,256
Less accumulated depreciation	4,023,581	–	–	4,023,581
	4,390,675	–	–	4,390,675
Other assets:				
Other assets	1,840			1,840
Deferred issuance costs	46,946	13,637	4,451	65,034
Total other assets	48,786	13,637	4,451	66,874
Total noncurrent assets	4,812,201	248,263	24,852	5,085,316
Total assets	$ 5,463,757	$ 406,531	$ 49,575	$ 5,919,863

Continued on the following page.

13. Segment Information (continued)

Balance Sheet (continued)

	May 31, 2010			
	Mainline	Oil Franchise	Motor License	Total
	(In Thousands)			
Liabilities and net assets				
Current liabilities:				
Accounts payable and accrued liabilities	$ 246,016	$ 42,301	$ 12,246	$ 300,563
Current portion of debt	135,070	14,605	5,880	155,555
Unearned income	31,885	–	–	31,885
Total current liabilities	412,971	56,906	18,126	488,003
Noncurrent liabilities:				
Debt, less current portion, net of unamortized premium/discount	5,008,926	806,457	429,536	6,244,919
Other noncurrent liabilities	45,636	6,747	–	52,383
Total noncurrent liabilities	5,054,562	813,204	429,536	6,297,302
Total liabilities	5,467,533	870,110	447,662	6,785,305
Net assets (deficit):				
Invested in capital assets, net of related debt	2,222,014	(750,703)	(443,073)	1,028,238
Restricted for construction purposes	–	287,124	44,986	332,110
Unrestricted (deficit)	(2,225,790)	–	–	(2,225,790)
Total net assets (deficit)	(3,776)	(463,579)	(398,087)	(865,442)
Total liabilities and net assets	$ 5,463,757	$ 406,531	$ 49,575	$ 5,919,863

13. Segment Information (continued)

Statement of Revenues, Expenses, and Changes in Net Assets

	Year Ended May 31, 2010			
	Mainline	Oil Franchise	Motor License	Total
	(In Thousands)			
Operating revenues:				
Net fares	$ 693,827	$ –	$ –	$ 693,827
Other	16,274	–	–	16,274
	710,101	–	–	710,101
Operating expenses:				
Cost of services	375,819	2,193	414	378,426
Depreciation	260,316	–	–	260,316
	636,135	2,193	414	638,742
Operating income (loss)	73,966	(2,193)	(414)	71,359
Nonoperating revenues (expenses):				
Investment earnings	11,044	10,630	1,247	22,921
Other nonoperating revenues	4,103	3,071	–	7,174
Act 44 payments to PennDOT	(900,000)	–	–	(900,000)
Capital assets transferred to PennDOT	(64,058)	–	–	(64,058)
Interest and bond expenses	(213,513)	(31,327)	(18,909)	(263,749)
Nonoperating expenses, net	(1,162,424)	(17,626)	(17,662)	(1,197,712)
Loss before capital contributions	(1,088,458)	(19,819)	(18,076)	(1,126,353)
Capital contributions	40,894	61,030	28,248	130,172
(Decrease) increase in net assets	(1,047,564)	41,211	10,172	(996,181)
Net assets (deficit) at beginning of year	822,532	(324,156)	(367,637)	130,739
Intersegment transfers	221,256	(180,634)	(40,622)	–
Net assets (deficit) at end of year	$ (3,776)	$ (463,579)	$ (398,087)	$ (865,442)

13. Segment Information (continued)

Statement of Cash Flows

	Year Ended May 31, 2010 Mainline	Oil Franchise	Motor License	Total
	(In Thousands)			
Operating activities				
Cash received from customer tolls and deposits	$ 699,626	$ –	$ –	$ 699,626
Cash payments for goods and services	(240,794)	(1,313)	(319)	(242,426)
Cash payments to employees	(131,120)	(794)	(116)	(132,030)
Cash received from other operating activities	8,363	–	–	8,363
Net cash provided by (used in) operating activities	336,075	(2,107)	(435)	333,533
Investing activities				
Proceeds from sales and maturities of investments	1,105,454	219,040	25,638	1,350,132
Interest received on investments	9,255	8,064	1,018	18,337
Purchases of investments	(1,410,643)	(305,237)	(7,596)	(1,723,476)
Net cash (used in) provided by investing activities	(295,934)	(78,133)	19,060	(355,007)
Capital and related financing activities				
Capital grants received	2,888	6,813	984	10,685
Cash proceeds from motor license grant	–	–	28,000	28,000
Cash proceeds from oil company franchise tax	–	59,733	–	59,733
Construction and acquisition of capital assets	(419,685)	(170,764)	(39,402)	(629,851)
Proceeds from sale of capital assets	1,140	–	–	1,140
Payments for bond expenses	(11,934)	(174)	(346)	(12,454)
Payments for redemption of debt	(601,300)	(55,245)	(5,685)	(662,230)
Interest paid on debt	(73,381)	(25,130)	(20,947)	(119,458)
Interest subsidy – Build America Bonds	5,386	3,071	–	8,457
Swap suspension payments	11,835	8,873	–	20,708
Proceeds from debt issuances	894,109	297,287	–	1,191,396
Net cash (used in) provided by capital and related financing activities	(190,942)	124,464	(37,396)	(103,874)

Continued on the following page.

13. Segment Information (continued)

Statement of Cash Flows (continued)

	Year Ended May 31, 2010 Mainline	Oil Franchise	Motor License	Total
	(In Thousands)			
Noncapital financing activities				
Cash payments to PennDOT	$ (900,000)	$ –	$ –	$ (900,000)
Payments for bond expenses	(1,154)	–	–	(1,154)
Payments for redemption of debt	(636,470)	–	–	(636,470)
Interest paid on debt	(84,422)	–	–	(84,422)
Proceeds from debt issuances	1,770,689	–	–	1,770,689
Net cash provided by (used in) noncapital financing activities	148,643	–	–	148,643
(Decrease) increase in cash and cash equivalents	(2,158)	44,224	(18,771)	23,295
Cash and cash equivalents at beginning of year	497,098	54,289	40,748	592,135
Cash and cash equivalents at end of year	$ 494,940	$ 98,513	$ 21,977	$ 615,430

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

13. Segment Information (continued)

Statement of Cash Flows (continued)

	Year Ended May 31, 2010			
	Mainline	Oil Franchise	Motor License	Total
		(In Thousands)		
Reconciliation of operating income (loss) to net cash provided by (used in) operating activities				
Operating income (loss)	$ 73,966	$ (2,193)	$ (414)	$ 71,359
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities:				
Depreciation	260,316	–	–	260,316
Change in operating assets and liabilities:				
Accounts receivable	(3,257)	–	–	(3,257)
Inventories	(3,158)	–	–	(3,158)
Other assets	492	–	–	492
Accounts payable and accrued liabilities	3,744	86	(21)	3,809
Other noncurrent liabilities	3,972	–	–	3,972
Net cash provided by (used in) operating activities	$ 336,075	$ (2,107)	$ (435)	$ 333,533

13. Segment Information (continued)

Statement of Cash Flows (continued)

Noncash activities

The Commission recorded an increase of $3.7 million in the fair value of its investments for the year ended May 31, 2010. Increases by segment were: Mainline, $1.1 million; Oil Franchise, $2.2 million and Motor License, $0.4 million.

The Commission recorded $4.4 million for the amortization of bond premium for the year ended May 31, 2010. Amortization by segment was: Mainline, $2.6 million; Oil Franchise, $1.1 million and Motor License, $0.7 million.

The Commission recorded $10.7 million for the amortization of deferred refunding losses, amortization of bond issuance costs and amortization of swap agreement costs for the year ended May 31, 2010. Amortization by segment was: Mainline, $8.4 million; Oil Franchise, $1.2 million and Motor License, $1.1 million.

The Commission recorded $34.0 million in total fair value for capital contributions for the year ended May 31, 2010. The capital contributions were recorded for the Mainline segment only.

The Commission records intersegment activity related to revenue, expense, asset and liability transfer between its segments. Some of the intersegment entries are related to cash transfers; others are noncash transfers as required. Net intersegment transfers for the year ended May 31, 2010 were: to Mainline, $221.2 million; from Oil Franchise, $180.6 million; and from Motor License, $40.6 million.

13. Segment Information (continued)

Balance Sheet *(Restated)*[1]

	May 31, 2009			
	Mainline	Oil Franchise	Motor License	Total
	(In Thousands)			
Assets				
Current assets:				
Cash and cash equivalents	$ 118,623	$ –	$ –	$ 118,623
Short-term investments	2,031	–	–	2,031
Accounts receivable	595	–	–	595
Accrued interest receivable	152	–	–	152
Inventories	19,144	–	–	19,144
Restricted current assets:				
Cash and cash equivalents	378,475	54,289	40,748	473,512
Short-term investments	69,535	21,679	903	92,117
Accounts receivable	30,100	5,635	736	36,471
Accrued interest receivable	602	2,114	329	3,045
Total current assets	619,257	83,717	42,716	745,690
Noncurrent assets:				
Long-term investments:				
Long-term investments unrestricted	14,546	–	–	14,546
Long-term investments restricted	75,238	181,706	39,729	296,673
Total long-term investments	89,784	181,706	39,729	311,219
Capital assets not being depreciated:				
Land	204,665	–	–	204,665
Assets under construction	1,120,359	–	–	1,120,359
Capital assets being depreciated:				
Buildings	742,815	–	–	742,815
Improvements other than buildings	70,886	–	–	70,886
Equipment	454,609	–	–	454,609
Infrastructure	5,245,845	–	–	5,245,845
	7,839,179	–	–	7,839,179
Less accumulated depreciation	3,772,970	–	–	3,772,970
	4,066,209	–	–	4,066,209
Other assets:				
Other assets	2,332	–	–	2,332
Deferred issuance costs	31,690	11,884	4,606	48,180
Total other assets	34,022	11,884	4,606	50,512
Total noncurrent assets	4,190,015	193,590	44,335	4,427,940
Total assets	$ 4,809,272	$ 277,307	$ 87,051	$ 5,173,630

Continued on the following page.

13. Segment Information (continued)

Balance Sheet *(Restated)*[1] **(continued)**

	May 31, 2009			
	Mainline	**Oil Franchise**	**Motor License**	**Total**
	(In Thousands)			
Liabilities and net assets				
Current liabilities:				
Accounts payable and accrued liabilities	$ 179,763	$ 24,106	$ 13,799	$ 217,668
Current portion of debt	690,955	13,075	5,685	709,715
Unearned income	28,555	–	–	28,555
Total current liabilities	899,273	37,181	19,484	955,938
Noncurrent liabilities:				
Debt, less current portion, net of unamortized premium/discount	3,047,807	564,091	435,204	4,047,102
Other noncurrent liabilities	39,660	191	–	39,851
Total noncurrent liabilities	3,087,467	564,282	435,204	4,086,953
Total liabilities	3,986,740	601,463	454,688	5,042,891
Net assets (deficit):				
Invested in capital assets, net of related debt	2,184,464	(587,016)	(411,179)	1,186,269
Restricted for construction purposes	–	262,860	43,542	306,402
Unrestricted (deficit)	(1,361,932)	–	–	(1,361,932)
Total net assets (deficit)	822,532	(324,156)	(367,637)	130,739
Total liabilities and net assets	$ 4,809,272	$ 277,307	$ 87,051	$ 5,173,630

13. Segment Information (continued)

Statement of Revenues, Expenses, and Changes in Net Assets *(Restated)*[1]

	Year Ended May 31, 2009 Mainline	Oil Franchise	Motor License	Total
	(In Thousands)			
Operating revenues:				
Net fares	$ 615,604	$ –	$ –	$ 615,604
Other	17,904	38	1	17,943
	633,508	38	1	633,547
Operating expenses:				
Cost of services	384,261	7,874	1,229	393,364
Depreciation	241,701	–	–	241,701
	625,962	7,874	1,229	635,065
Operating income (loss)	7,546	(7,836)	(1,228)	(1,518)
Nonoperating revenues (expenses):				
Investment earnings	12,869	11,481	3,322	27,672
Other nonoperating revenues	660	–	–	660
Act 44 payments to PennDOT	(850,000)	–	–	(850,000)
Interest and bond expenses	(144,457)	(24,952)	(22,144)	(191,553)
Nonoperating expenses, net	(980,928)	(13,471)	(18,822)	(1,013,221)
Loss before capital contributions	(973,382)	(21,307)	(20,050)	(1,014,739)
Capital contributions	10,869	58,280	28,000	97,149
(Decrease) increase in net assets	(962,513)	36,973	7,950	(917,590)
Net assets (deficit) at beginning of year	1,186,498	59,084	(197,253)	1,048,329
Intersegment transfers	598,547	(420,213)	(178,334)	–
Net assets (deficit) at end of year	$ 822,532	$ (324,156)	$ (367,637)	$ 130,739

13. Segment Information (continued)

Statement of Cash Flows *(Restated)*[1]

	Year Ended May 31, 2009			
	Mainline	Oil Franchise	Motor License	Total
	(In Thousands)			
Operating activities				
Cash received from customer tolls and deposits	$ 629,760	$ –	$ –	$ 629,760
Cash payments for goods and services	(245,187)	(6,858)	(901)	(252,946)
Cash payments to employees	(134,415)	(852)	(209)	(135,476)
Cash received from other operating activities	12,900	38	1	12,939
Net cash provided by (used in) operating activities	263,058	(7,672)	(1,109)	254,277
Investing activities				
Proceeds from sales and maturities of investments	328,198	326,934	125,600	780,732
Interest received on investments	9,737	12,550	4,056	26,343
Purchases of investments	(367,403)	(219,041)	(78,745)	(665,189)
Net cash (used in) provided by investing activities	(29,468)	120,443	50,911	141,886
Capital and related financing activities				
Capital grants received	11,312	1,272	–	12,584
Cash proceeds from motor license grant	–	–	28,000	28,000
Cash proceeds from oil company franchise tax	–	57,379	–	57,379
Construction and acquisition of capital assets	(333,204)	(153,349)	(42,007)	(528,560)
Proceeds from sale of capital assets	1,225	–	–	1,225
Payments for bond expenses	(523)	(135)	(374)	(1,032)
Payments for redemption of debt	(49,495)	(12,560)	(5,500)	(67,555)
Interest paid on debt	(64,618)	(21,658)	(21,524)	(107,800)
Proceeds from debt issuances	64,921	–	–	64,921
Net cash (used in) capital and related financing activities	(370,382)	(129,051)	(41,405)	(540,838)

Continued on the following page.

13. Segment Information (continued)

Statement of Cash Flows *(Restated)*[1] (continued)

	Year Ended May 31, 2009			
	Mainline	Oil Franchise	Motor License	Total
	(In Thousands)			
Noncapital financing activities				
Cash payments to PennDOT	$ (850,000)	$ –	$ –	$ (850,000)
Payments for bond expenses	(1,250)	–	–	(1,250)
Payments for redemption of debt	–	–	–	–
Interest paid on debt	(45,643)	–	–	(45,643)
Proceeds from debt issuances	938,129	–	–	938,129
Net cash provided by noncapital financing activities	41,236	–	–	41,236
(Decrease) increase in cash and cash equivalents	(95,556)	(16,280)	8,397	(103,439)
Cash and cash equivalents at beginning of year	592,654	70,569	32,351	695,574
Cash and cash equivalents at end of year	$ 497,098	$ 54,289	$ 40,748	$ 592,135

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

13. Segment Information (continued)

Statement of Cash Flows *(Restated)*[1] (continued)

	Year Ended May 31, 2009			
	Mainline	Oil Franchise	Motor License	Total
	(In Thousands)			
Reconciliation of operating income (loss) to net cash provided by (used in) operating activities				
Operating income (loss)	$ 7,546	$ (7,836)	$ (1,228)	$ (1,518)
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities:				
Depreciation	241,701	–	–	241,701
Change in operating assets and liabilities:				
Accounts receivable	(641)	–	–	(641)
Inventories	(3,772)	–	–	(3,772)
Other assets	(939)	–	–	(939)
Accounts payable and accrued liabilities	17,185	171	119	17,475
Other noncurrent liabilities	1,978	(7)	–	1,971
Net cash provided by (used in) operating activities	$ 263,058	$ (7,672)	$ (1,109)	$ 254,277

[1] Note that amounts for 2009 have been restated as discussed in Note 2.

13. Segment Information (continued)

Statement of Cash Flows (continued)

Noncash activities

The Commission recorded an increase of \$3.4 million in the fair value of its investments for the year ended May 31, 2009. Increases by segment were: Mainline, \$3.1 million; Oil Franchise, \$0.1 million and Motor License, \$0.2 million.

The Commission recorded \$4.4 million for the amortization of bond premium for the year ended May 31, 2009. Amortization by segment was: Mainline, \$2.8 million; Oil Franchise, \$0.9 million and Motor License, \$0.7 million.

The Commission recorded \$8.8 million for the amortization of deferred refunding losses, amortization of bond issuance costs and amortization of swap agreement costs for the year ended May 31, 2009. Amortization by segment was: Mainline, \$5.0 million; Oil Franchise, \$0.2 million and Motor License, \$3.6 million.

The Commission records intersegment activity related to revenue, expense, asset and liability transfer between its segments. Some of the intersegment entries are related to cash transfers; others are noncash transfers as required. Net intersegment transfers for the year ended May 31, 2009 were: to Mainline, \$598.5 million; from Oil Franchise, \$420.2 million; and from Motor License, \$178.3 million.

14. Subsequent Events

In July 2010, the Commission issued $209,230,000 Turnpike Multi-Modal Revenue Refunding Bonds, Series A of 2010. The bonds were issued at a variable rate and mature on December 1, 2035. The 2010 A bonds were issued to provide funds to refund the Commission's outstanding Turnpike Multi-Modal Revenue Refunding bonds, Series A-1, A-2, A-3 of 2008.

In July 2010, the Commission issued $273,526,108 Turnpike Subordinate Revenue Bonds Series B of 2010, consisting of Subseries B-1 and B-2. The 2010 B bonds will bear interest at fixed rates from 5.00% to 6.00%. The B-1 Series will mature December 1, 2037 and the B-2 Series will mature December 1, 2034. The 2010 B bonds were used to finance the costs of redeeming a portion of the Subordinate Revenue Bond Anticipation Notes, Subseries A-1 of 2010 and all of the Subordinate Revenue Bond Anticipation Notes, Subseries A-2 of 2010 and also for making payments to the Pennsylvania Department of Transportation in accordance with Act 44.

Also issued in July were $187,816,151 Motor License Fund-Enhanced Turnpike Subordinate Special Revenue Bonds, Series A of 2010, consisting of Sub-Series A-1, A-2 and A-3 (MLF Special Revenue Bonds). The 2010 A bonds will bear interest at fixed rates from 4.50% to 5.50%. The Subseries A-1 Series will mature on December 1, 2038, the Subseries A-2 will mature December 1, 2034 and the Subseries A-3 will mature on December 1, 2029.

The proceeds of the 2010 A MLF bonds were used to redeem a portion of the Subseries A-1 Subordinate Revenue Bond Anticipation Notes and for making payments to PennDOT in accordance with Act 44.

The 2010 B-2 Revenue Bonds and the 2010 A-2 MLF Special Revenue bonds consist of Convertible Capital Appreciation Bonds. Interest on the Convertible Capital Appreciation Bonds will compound from their date of delivery to December 1, 2015. Prior to the current interest date, interest will not be paid on a current basis, but will be added to the principal on each June 1 and December 1, commencing on December 1, 2010, and will be treated as if accruing in equal daily amounts between compounding dates until payable at maturity or upon prior redemption. After the current interest commencement date, interest will be payable on a current basis on each June 1 and December 1 starting on June 1, 2016.

14. Subsequent Events (continued)

The 2010 A-3 MLF Special Revenue Bonds consist of Capital Appreciation Bonds. Interest on the Capital Appreciation Bonds will compound from their date of delivery. Interest on the Capital Appreciation Bonds will not be paid on a current basis, but will be added to the principal on each June 1 and December 1, commencing on December 1, 2010, and will be treated as if accruing in equal daily amounts between compounding dates until payable at maturity or upon prior redemption.

In September 2010, the Commission issued $600,000,000 Federally Taxable Build America Bonds Series B of 2010. The Commission has designated the 2010 B 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 35% of the interest payable on the 2010 B bonds. The 2010 B Build America Bonds will bear interest at fixed rates between 5.511% and 5.561%. The bonds will mature on December 1, 2049. The 2010 B Build America Bonds are Debt Service Reserve Fund Bonds and, accordingly, are secured by monies in the Debt Service Reserve Fund. The proceeds of the 2010 B Bonds will be used to finance the costs of various capital expenditures set forth in the Commission's current Ten Year Capital Plan.

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Required Supplementary Information

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Schedule of Funding Progress – Postemployment Healthcare Benefits

(Dollar 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, 2010	$ 66,436	$ 263,398	$ 196,962	25.2%	$ 123,754	159.2%
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%

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Statistical Section

This part of the Commission's Comprehensive Annual Financial Report presents detailed information as a context for understanding the information in the financial statements, note disclosures, required supplementary information and the Commission's overall financial health.

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Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Summary of Revenues and Expenses
(000s Omitted)

Fiscal Years Ended May 31

	2001	2002	2003	2004	2005	2006	2007	*2008	*2009	2010
Operating revenues:										
Net fares	$ 365,900	$ 375,751	$ 387,222	$ 408,744	$ 545,158	$ 588,637	$ 592,641	$ 598,926	$ 615,604	$ 693,827
Other	12,741	12,320	17,534	19,034	26,316	20,971	15,803	21,279	17,943	16,274
Total operating revenues	378,641	388,071	404,756	427,778	571,474	609,608	608,444	620,205	633,547	710,101
Operating expenses:										
Cost of services	212,365	216,077	234,092	237,385	270,706	362,618	369,855	372,959	393,364	378,426
Depreciation	156,180	183,707	229,485	229,548	211,401	214,885	198,414	214,334	241,701	260,316
Total operating expenses	368,545	399,784	463,577	466,933	482,107	577,503	568,269	587,293	635,065	638,742
Operating income (loss)	10,096	(11,713)	(58,821)	(39,155)	89,367	32,105	40,175	32,912	(1,518)	71,359
Nonoperating revenues (expenses):										
Oil company franchise tax revenues	44,379	45,512	46,288	47,062	51,551	55,749	67,071	–	–	–
Motor license registration fee revenues	28,000	28,000	28,000	28,000	28,000	28,000	28,000	–	–	–
Investment earnings	67,474	60,783	58,704	30,901	38,927	60,506	67,689	50,488	27,672	22,921
Other nonoperating revenues	–	–	3,692	1,453	658	1,789	1,405	(135)	660	7,174
Act 44 payments to PennDOT	–	–	–	–	–	–	–	(750,000)	(850,000)	(900,000)
Capital assets transferred to PennDOT	–	–	–	–	–	–	–	–	–	(64,058)
Interest and bond expenses	(55,696)	(115,279)	(105,079)	(120,895)	(118,373)	(127,565)	(135,415)	(146,250)	(191,553)	(263,749)
Change in net assets before capital contributions	94,253	7,303	(27,216)	(52,634)	90,130	50,584	68,925	(812,985)	(1,014,739)	(1,126,353)
Capital contributions	11,920	8,197	7,135	14,787	9,647	23,030	24,306	101,166	97,149	130,172
Change in net assets	$ 106,173	$ 15,500	$ (20,081)	$ (37,847)	$ 99,777	$ 73,614	$ 93,231	$ (711,819)	$ (917,590)	$ (996,181)

Source: Pennsylvania Turnpike Commission

*Certain 2009 and 2008 amounts were restated as discussed in Note 2.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Schedule of Net Assets
(000s Omitted)

Fiscal Years Ended May 31

	Invested in Capital Assets, Net of Related Debt	Restricted	Unrestricted	Total Net Assets
2001	$ 920,839	$ 405,740	$ 209,375	$ 1,535,954
2002	548,893	788,468	214,093	1,551,454
2003	580,281	700,912	250,180	1,531,373
2004	470,592	934,108	88,825	1,493,525
2005	408,557	1,092,830	91,916	1,593,303
2006	666,356	830,412	170,149	1,666,917
2007	772,709	731,995	255,444	1,760,148
2008	1,287,419	278,802	(517,892)	1,048,329
2009	1,186,269	306,402	(1,361,932)	130,739
2010	1,028,238	332,110	(2,225,790)	(865,442)

Source: Pennsylvania Turnpike Commission

Certain 2009 and 2008 amounts were restated as discussed in Note 2.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Debt Coverage – All Segments
(000s Omitted)

Fiscal Years Ended May 31

	Revenues and Capital Contributions	Direct Operating Expenses	Net Revenues Available for Debt Service Payments	Principal Payments	Interest Payments	Total Payments	Coverage
2001	$ 501,891	$ 213,902	$ 287,989	$ 39,120	$ 84,079	$ 123,199	2.34
2002	519,160	217,653	301,507	31,650	103,007	134,657	2.24
2003	529,608	234,187	295,421	43,050	107,116	150,166	1.97
2004	561,075	240,144	320,931	46,135	112,467	158,602	2.02
2005	699,868	273,384	426,484	44,160	111,349	155,509	2.74
2006	781,738	370,316	411,422	43,645	117,687	161,332	2.55
2007	781,919	375,543	406,376	57,080	121,952	179,032	2.27
2008	762,161	379,309	382,852	52,645	140,368	193,013	1.98
2009	757,509	396,248	361,261	67,555	153,443	220,998	1.63
2010	867,934	387,185	480,749	75,800	203,880	279,680	1.72

Source: Pennsylvania Turnpike Commission

Revenues and capital contributions, direct operating expenses, principal payments and interest payments listed on this schedule include all segments (Mainline, Oil Franchise and Motor License) of the Pennsylvania Turnpike Commission. Amounts listed for the principal and interest payments include both senior and subordinate debt.

Certain 2009 and 2008 amounts were restated as discussed in Note 2.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Ratios of Mainline Outstanding Debt and Debt Service Payments
(000s Omitted)

Fiscal Years Ended May 31

	Number of Vehicles	Mainline Bonds Outstanding	Oil Franchise Bonds Outstanding	Motor License Bonds Outstanding	Total Bonds Outstanding	Mainline Debt Service Payments	Oil Franchise Debt Service Payments	Motor License Debt Service Payments	Total Debt Service Payments	*Mainline Outstanding Debt Per Vehicle	*Mainline Debt Service Payments Per Vehicle
2001	163,365	$ 1,418,910	$ 517,455	$ –	$ 1,936,365	$ 88,245	$ 34,954	$ –	$ 123,199	$ 8.69	$ 0.54
2002	172,794	1,167,210	507,960	476,065	2,151,235	85,280	34,592	14,785	134,657	6.75	0.49
2003	179,399	1,160,435	498,080	472,035	2,130,550	87,378	34,978	27,810	150,166	6.47	0.49
2004	188,019	1,132,655	626,485	467,735	2,226,875	81,060	49,628	27,914	158,602	6.02	0.43
2005	188,425	1,372,810	615,885	463,265	2,451,960	88,111	39,473	27,925	155,509	7.29	0.47
2006	185,901	1,340,125	604,925	231,425	2,176,475	97,654	39,433	24,245	161,332	7.21	0.53
2007	185,423	1,655,270	594,945	231,425	2,481,640	111,543	39,195	28,294	179,032	8.93	0.60
2008	189,551	2,800,035	583,600	453,205	3,836,840	126,058	40,211	26,744	193,013	14.77	0.67
2009	186,220	3,753,590	571,040	447,705	4,772,335	159,756	34,218	27,024	220,998	20.16	0.86
2010	186,532	5,173,393	814,558	442,020	6,429,971	214,843	38,205	26,632	279,680	27.73	1.15

Source: Pennsylvania Turnpike Commission

*Oil Franchise and Motor License outstanding bonds and debt service payments are not included in these calculations since fare revenues are not pledged or used to service this debt.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Traffic Statistics
(000s Omitted)

Fiscal Years Ended May 31

	Number of Vehicles	Gross Fare Revenue	Gross Fare Revenue Per Vehicle	Revenue Miles	Gross Fare Revenue Per Mile
Class 1 (Passenger)					
2001	140,777	$ 199,991	$ 1.42	4,121,689	$ 0.05
2002	150,496	212,765	1.41	4,494,885	0.05
2003	156,220	219,201	1.40	4,604,731	0.05
2004	163,612	230,356	1.41	4,515,417	0.05
2005	163,316	302,738	1.85	4,393,196	0.07
2006	160,590	328,807	2.05	4,419,609	0.07
2007	160,107	322,780	2.02	4,433,565	0.07
2008	164,096	329,072	2.01	4,464,114	0.07
2009	162,638	353,885	2.18	4,383,017	0.08
2010	163,599	407,368	2.49	4,424,566	0.09
Classes 2-9 (Commercial)					
2001	22,588	$ 178,353	$ 7.90	1,186,919	$ 0.15
2002	22,298	175,476	7.87	1,178,514	0.15
2003	23,179	180,299	7.78	1,229,094	0.15
2004	24,407	189,960	7.78	1,218,841	0.16
2005	25,109	258,391	10.29	1,228,114	0.21
2006	25,311	278,600	11.01	1,272,915	0.22
2007	25,316	294,836	11.65	1,312,445	0.22
2008	25,455	290,078	11.40	1,306,678	0.22
2009	23,582	284,359	12.06	1,170,736	0.24
2010	22,933	310,670	13.55	1,092,970	0.28
Total					
2001	163,365	$ 378,344	$ 2.32	5,308,608	$ 0.07
2002	172,794	388,241	2.25	5,673,399	0.07
2003	179,399	399,500	2.23	5,833,825	0.07
2004	188,019	420,316	2.24	5,734,258	0.07
2005	188,425	561,129	2.98	5,621,310	0.10
2006	185,901	607,407	3.27	5,692,524	0.11
2007	185,423	617,616	3.33	5,746,010	0.11
2008	189,551	619,150	3.27	5,770,792	0.11
2009	186,220	638,244	3.43	5,555,753	0.11
2010	186,532	718,038	3.85	5,517,536	0.13

Source: Pennsylvania Turnpike Commission

Refer to page 120 for vehicle class definitions.

Revenue Composition as a Percentage of Total Revenue

Fiscal Years Ended May 31

	Class 1 (Passenger)	Classes 2-9 (Commercial)	Total	Electronic Toll Collection (ETC)	Non-ETC	Total
2001	52.86%	47.14%	100.00%	2.78%	97.22%	100.00%
2002	54.80	45.20	100.00	9.69	90.31	100.00
2003	54.87	45.13	100.00	20.87	79.13	100.00
2004	54.81	45.19	100.00	36.02	63.98	100.00
2005	53.95	46.05	100.00	43.77	56.23	100.00
2006	54.13	45.87	100.00	51.15	48.85	100.00
2007	52.26	47.74	100.00	56.08	43.92	100.00
2008	53.63	46.37	100.00	58.93	41.07	100.00
2009	55.45	44.55	100.00	61.09	38.91	100.00
2010	56.73	43.27	100.00	62.61	37.39	100.00

Note: The PTC began a phased-in implementation of ETC in fiscal year 2001.

Source: Pennsylvania Turnpike Commission

Refer to page 120 for vehicle class definitions.

Pennsylvania Turnpike Commission

A Component Unit of the Commonwealth of Pennsylvania

Traffic Composition as a Percentage of Total Vehicles

Fiscal Years Ended May 31

	Class 1 (Passenger)	Classes 2-9 (Commercial)	Total	Electronic Toll Collection (ETC)	Non-ETC	Total
2001	86.17%	13.83%	100.00%	5.45%	94.55%	100.00%
2002	87.10	12.90	100.00	18.49	81.51	100.00
2003	87.08	12.92	100.00	25.12	74.88	100.00
2004	87.02	12.98	100.00	31.23	68.77	100.00
2005	86.67	13.33	100.00	36.83	63.17	100.00
2006	86.38	13.62	100.00	41.91	58.09	100.00
2007	86.35	13.65	100.00	46.42	53.58	100.00
2008	86.57	13.43	100.00	52.40	47.60	100.00
2009	87.34	12.66	100.00	53.40	46.60	100.00
2010	87.71	12.29	100.00	56.61	43.39	100.00

Note: The PTC began a phased-in implementation of ETC in fiscal year 2001.

Source: Pennsylvania Turnpike Commission

Refer to page 120 for vehicle class definitions.

Pennsylvania Turnpike Commission

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Ten Largest Commercial Customers
(000s Omitted)

Fiscal Years Ended May 31

	2010		2001	
	Annual Fares	**Rank**	**Annual Fares**	**Rank**
Heavy Vehicle Electronic License Plate, Inc.	$ 44,034	1	$	
New York State Motor Truck Association	24,336	2		
United Parcel Service, Inc	3,328	3	3,101	2
J. B. Hunt Transport, Inc.	3,038	4		
FedEx Ground	2,757	5		
ABF Freight System, Inc.	2,338	6	1,433	5
U.S. Xpress Leasing	1,909	7	1,298	7
PJAX, Inc.	1,769	8		
Con-Way Freight, Inc.	1,604	9		
Estes Express Lines	1,338	10		
Schneider National Carriers			3,231	1
Overnite Transportation			1,055	10
Werner Enterprises, Inc.			2,394	3
Roadway Express, Inc.			1,617	4
Consolidated Freightways			1,371	6
Yellow Freight System, Inc			1,184	8
M.S. Carriers, Inc			1,087	9
	$ 86,451		$ 17,771	

Source: Pennsylvania Turnpike Commission

Pennsylvania Turnpike Commission
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Percentage of PA Turnpike ETC Traffic by IAG Agency

Fiscal Years Ended May 31

	2010	2009	2008	2007	2006	2005	2004
Pennsylvania	**68.25%**	**67.27%**	**65.85%**	**64.65%**	**62.70%**	**61.46%**	**59.77%**
New Jersey Agencies*	16.18	16.58	16.65	17.02	17.60	17.92	19.45
New York State Thruway	3.03	3.23	3.47	3.59	3.88	3.69	3.48
Port Authority NY & NJ	2.66	2.89	3.06	3.28	3.62	4.00	4.34
MTA Bridges & Tunnels	2.24	2.31	2.47	2.66	2.88	3.02	3.14
Delaware River Port Authority	1.45	1.74	2.65	3.28	4.32	5.83	6.99
Delaware River Joint Toll Bridge Commission	1.27	1.32	1.31	1.28	1.21	1.09	0.90
Maryland Transportation Authority	1.20	1.26	1.22	1.13	1.04	0.86	0.62
Delaware DOT	1.03	1.04	1.05	1.03	1.03	0.96	0.37
Illinois State Toll Highway Authority	0.83	0.80	0.72	0.60	0.33	0.00	0.00
Virginia DOT	0.62	0.59	0.56	0.50	0.44	0.20	0.00
Massachusetts Turnpike Authority	0.39	0.35	0.36	0.35	0.36	0.40	0.41
Delaware River & Bay Authority	0.27	0.29	0.32	0.33	0.34	0.33	0.31
Other	0.58	0.33	0.31	0.30	0.25	0.24	0.22
Total	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

* Includes: New Jersey Highway Authority, New Jersey Turnpike Authority, South Jersey Transportation Authority, and Burlington County Bridge Commission.

Source: Pennsylvania Turnpike Commission

Data is not available for years prior to fiscal 2004.

Pennsylvania Turnpike Commission

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Employment by Nonfarm Related Industries – Demographic and Economic

For the Last Ten Calendar Years

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Employment by nonfarm related industry (1)(2):										
Total nonfarm:										
Private earnings:										
Goods producing:										
Natural resources and mining	19,400	19,500	18,800	17,900	18,700	19,700	20,400	21,100	22,200	22,200
Construction	247,700	250,300	248,500	246,000	250,200	255,700	261,000	262,300	254,600	225,300
Manufacturing	864,000	821,900	759,800	712,400	690,700	679,400	670,400	659,100	643,800	573,600
Total goods producing	1,131,100	1,091,700	1,027,100	976,300	959,600	954,800	951,800	942,500	920,600	821,100
Service providing:										
Trade	1,129,600	1,123,200	1,112,900	1,108,200	1,113,600	1,120,300	1,125,800	1,133,900	1,125,900	1,078,900
Information	135,900	135,600	128,400	120,600	112,200	109,500	108,200	107,500	105,900	99,900
Financial activities	338,700	338,900	336,800	338,500	336,200	335,700	335,000	332,800	329,800	318,900
Professional and business services	612,300	613,400	605,700	610,500	638,100	660,500	685,300	705,700	709,400	670,500
Education and health services	918,600	940,700	965,000	980,500	999,200	1,030,000	1,054,400	1,075,100	1,101,000	1,119,900
Leisure and hospitality	449,600	455,500	466,700	471,000	477,300	484,800	491,800	499,900	503,300	493,800
Other services	250,400	255,200	259,300	260,100	263,700	261,600	258,400	255,800	254,300	249,700
Total service providing	3,835,100	3,862,500	3,874,800	3,889,400	3,940,300	4,002,400	4,058,900	4,110,700	4,129,600	4,031,600
Total private earnings	4,966,200	4,954,200	4,901,900	4,865,700	4,899,900	4,957,200	5,010,700	5,053,200	5,050,200	4,852,700
Government	725,100	728,300	738,900	745,600	744,400	745,100	745,600	744,800	749,300	755,900
Total nonfarm	5,691,300	5,682,500	5,640,800	5,611,300	5,644,300	5,702,300	5,756,300	5,798,000	5,799,500	5,608,600

Source: Information provided by the Pennsylvania Department of Labor and Industry-Center for Workforce Information & Analysis. The information for the 2007,2008 and 2009 calendar years was obtained from the Center for Workforce Information & Analysis website.

Notes:
(1)-Due to statutory requirements (confidentiality provisions), the Commonwealth of Pennsylvania does not disclose the number employed by the ten largest employers. Since the Pennsylvania Turnpike Commission is a component unit of the Commonwealth, it will follow the same practice. As an alternative comparison, this schedule presents the number employed by nonfarm related industries. The ten largest employers are nonfarm related; therefore, the number employed by those employers could be expected to fall within this schedule. Farming related employment is not included on this schedule because most farms are not large enough to be required to provide the necessary data to the Pennsylvania Department of Labor and Industry.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Number of Employees by Functional Area

Fiscal Years Ended May 31

Union and Management – Number of Employees

	Management	Union	Total
2001	383	2,027	2,410
2002	385	2,165	2,550
2003	392	1,951	2,343
2004	402	1,928	2,330
2005	469	1,775	2,244
2006	480	1,779	2,259
2007	481	1,798	2,279
2008	471	1,815	2,286
2009	401	1,980	2,381
2010	397	1,746	2,143

Bargaining Unit Affiliation: International Brotherhood of Teamsters, Chauffeurs, Warehousemen, and Helpers of America

Source: Pennsylvania Turnpike Commission

Employee Statistics by Functional Area

	Fare Collection	Maintenance	Other	Total
2003	1,094	803	446	2,343
2004	972	747	611	2,330
2005	919	726	599	2,244
2006	937	774	548	2,259
2007	972	786	521	2,279
2008	971	792	523	2,286
2009	1,060	813	508	2,381
2010	902	759	482	2,143

Source: Pennsylvania Turnpike Commission

Data is not available for years prior to fiscal 2003.

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Vehicle Class Definitions
(Class Determines Fare)

Class	Weight Classification
1	Passenger vehicles
2*	7,001 – 15,000 lbs.
3	15,001 – 19,000 lbs.
4	19,001 – 30,000 lbs.
5	30,001 – 45,000 lbs.
6	45,001 – 62,000 lbs.
7	62,001 – 80,000 lbs.
8	80,001 – 100,000 lbs.
9**	100,001 lbs. and over or over dimensional

* Also includes any vehicle combination with more than two axles but weighing less than 7,000 lbs., except motorcycles with sidecar and/or trailer.

** Permits may be required. Permits are required if the vehicle exceeds any of the following:

Length: 85 feet
Weight: 125,000 lbs.
Axle weight: 22,400 lbs.
Height: 13 feet 6 inches
Width: Over 10 feet to a maximum of 11 feet 6 inches

Note: Some exceptions may apply. For additional information regarding these exceptions, visit our website at www.paturnpike.com or call our Customer Assistance Center.

Classes 2 through 9 may also be referred to as commercial vehicles.

Source: Pennsylvania Turnpike Commission

Pennsylvania Turnpike Commission
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Miscellaneous Statistics

Fiscal Year Ended May 31, 2010

Length of Highway:	Delaware River to Ohio Line	359 miles
	Northeast Extension	111 miles
	Southwestern Expansions	75 miles
		545 miles
Number of Interchanges:	Delaware River to Ohio Line	30
	Northeast Extension	10
	Southwestern Expansions	17
		57
Number of Maintenance Facilities		21
Number of Service Plazas:	Delaware River to Ohio Line	18
	Northeast Extension	2
		20
Average Traffic Volume:	Vehicles per day (FY 2010)	511.0 thousand
	Vehicles per year (FY 2010)	186.5 million
	Vehicles in 1941 (first full year of operation)	2.4 million
Number of Miles Traveled on Turnpike:	Revenue miles (FY 2010)	5.5 billion

Source: Pennsylvania Turnpike Commission

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Technical Data

Fiscal Year Ended May 31, 2010

Right-of-Way Width:	Minimum	200 feet
Turnpike Width:	Delaware River to Ohio Line (4 lanes)	78 feet
	Northeastern Extension Junction to Philadelphia Interchange (6 lanes)	106 feet
	Northeastern Extension (4 lanes)	72 feet
	Southwestern Expansion	132 feet
Lane Width:	Standard	10 feet
	Northeastern Extension Junction to Philadelphia Interchange	12 feet
	Width of double lanes	24 feet
Curves:	Maximum (approximately 955 feet minimum radius) on Allegheny Mountain climbing lanes only	6 degrees
	Western Extension (Irwin – Ohio Line)	4 degrees
	Remainder of Turnpike	3 degrees
Grades:	Mainline	3 percent
	Ramps	6 percent
	Extensions	5 percent
Tunnels:	Blue Mountain	4,339 feet
	Kittatinny	4,727 feet
	Tuscarora	5,326 feet
	Allegheny	6,070 feet
	Lehigh	4,461 feet
Major Bridges:	Delaware River	6,571 feet
	Schuylkill River	1,228 feet
	Susquehanna River	5,910 feet
	Allegheny River	2,186 feet
	Beaver River	1,546 feet
	Mahoning River (Twin Bridges)	1,700 feet
	Lehigh River South Crossing	1,494 feet
	Clarks Summit	1,627 feet
	Joe Montana (Twin Bridges)	2,507 feet
	Maple Creek	1,010 feet
	Bogdon Road	1,412 feet
	Pigeon Creek/Park Avenue	1,780 feet
	Hazelkirk Road	1,353 feet
Highest Elevation:	Milepost 100.45	2,603.33 feet above sea level
Mainline Interchanges:		
Largest	Mid-County	17 lanes
Most Heavily Used	Mid-County	1,182,657 vehicles per month
Least Heavily Used	Willow Hill	14,595 vehicles per month

Source: Pennsylvania Turnpike Commission

1006-1164687

Chronology, Turnpike Construction

May 31, 2010

Turnpike Section	Length (Miles)	Construction Cost (Millions)	Bill Signed	Ground-breaking	Open to Traffic
Original Turnpike: Carlisle – Irwin	159	$ 76	May 21, 1937	Oct. 27, 1938	Oct. 1, 1940
Philadelphia Extension: Carlisle – Valley Forge	100	87	May 16, 1940	Sept. 28, 1948	Nov. 20, 1950
Western Extension: Irwin – Ohio Line	67	77.5	June 11, 1941	Oct. 24, 1949	Dec. 26, 1951
Delaware River Extension: Valley Forge – Delaware River	33	65	May 23, 1951	Nov. 20, 1952	Nov. 17, 1954
Delaware River Bridge	1.5	Not available	May 23, 1951	June 22, 1954	May 23, 1956
Northeastern Extension: East/West Turnpike to Scranton	111	233	Sept. 27, 1951	Mar. 25, 1954	Nov. 7, 1957
Mon/Fayette Expressway – California Interchange	6	7	Sept. 1985	June 9, 1988	Oct. 12, 1990
Beaver Valley Expressway	16	240	Sept. 1985	Oct. 20, 1989	Nov. 20, 1992
Mid-County Interchange	–	80	Sept. 1985	Dec. 20, 1989	Dec. 15, 1992
Amos K. Hutchinson Bypass	13	271	Sept. 1985	Aug. 20, 1990	Dec. 9, 1993
Keyser Avenue Interchange	–	47	Sept. 1985	Not available	Feb. 1, 1995
Mon/Fayette Expressway – Mason-Dixon Link	8	132	Sept. 1985	Nov. 1, 1994	Mar. 1, 2000
Mon/Fayette Expressway – I-70 to Coyle Curtain Road	4	90	Sept. 1985	June 19, 1997	May 11, 2001
Mon/Fayette Expressway – Coyle Curtain Road to SR 51	13	604	Sept. 1985	Sept. 1997	Apr. 12, 2002
Southern Beltway Findlay Connector	6	234	Aug. 1991	Nov. 12, 2003	Oct. 11, 2006
Uniontown to Brownsville	8	Not available	Sept. 1985	April 1, 2006	Oct. 23, 2008

Source: Pennsylvania Turnpike Commission

Pennsylvania Turnpike Commission
A Component Unit of the Commonwealth of Pennsylvania

Chronology, Turnpike Improvements

May 31, 2010

Date	Improvement
September 6, 1962	Groundbreaking on Laurel Hill Bypass and boring of second Allegheny Tunnel
October 30, 1964	Laurel Hill Bypass (3.1 miles) opened, eliminating two-lane 4,541-foot-long Laurel Hill tunnel
March 15, 1965	Second Allegheny Tunnel opened; original tunnel closed for refurbishing
December 1965	Median barriers completed on entire east-west turnpike
April 1966	Work begins at second tunnels at Blue, Kittatinny, and Tuscarora Mountains
August 25, 1966	Original Allegheny Tunnel reopened
November 26, 1968	Sideling Hill Bypass (13.3 miles) opened, eliminating two two-lane tunnels: Ray's Hill (3,532 feet) and Sideling Hill (6,782 feet)
November 26, 1968	Second Blue, Kittatinny, and Tuscarora Tunnels opened
August 14, 1969	Median barrier completed on entire Turnpike
December 2, 1981	Completion of three climbing lane projects (Allegheny, Indian Creek, and Jacob's Creek)
May 20, 1982	Computerization and renovation of toll collection system begins
March 10, 1986	Six-lane widening project begins (junction of Northeastern Extension to Philadelphia Interchange)
July 22, 1987	Computerized toll collection system placed into service
November 27, 1987	Opening of six-lane section near Philadelphia
June 9, 1988	Groundbreaking on the Mon/Fayette, six-mile link between I-70 and U.S. 40
February 14, 1989	Groundbreaking for second Lehigh Tunnel
October 20, 1989	Groundbreaking for Mahoning River Bridge
December 19, 1989	Groundbreaking for Mid-County Interchange
June 14, 1990	Groundbreaking for Beaver Valley Expressway
August 15, 1990	Groundbreaking for Amos K. Hutchinson Bypass
October 12, 1990	Opening of the first six-mile section of the Mon-Valley/Fayette Expressway linking I-70 and U.S. 40 in Washington County
November 22, 1991	Complete installation of call boxes along the Turnpike System
November 22, 1991	Opening of the second Lehigh Tunnel
November 20, 1992	Opening of the Beaver Valley Expressway (Toll 60, James E. Ross Highway), the world's first weigh barrier toll system
December 15, 1992	Opening of the new Mid-County Interchange
December 9, 1993	Opening of Amos K. Hutchinson Bypass
November 1, 1994	Groundbreaking on first section of the Mon/Fayette Expressway, at Fairchance
February 1, 1995	Opening of the Keyser Avenue Interchange
May 26, 1995	Opening of the Allentown and Sideling Hill Farmers' Markets
June 2, 1995	Groundbreaking on the Mon/Fayette Route 70 to Route 51 Transportation project
November 1, 1996	Northeast Extension designated I-476
March 1, 2000	Opening of Mon/Fayette Expressway – Mason-Dixon Link
August 25, 2000	Completion of total reconstruction MP 94 – 99
December 2, 2000	Implementation of E-ZPass (electronic toll collection system) for passenger vehicles in southeastern and south central PA (interchanges 242 – 56)
May 7, 2001	Reopening of the newly renovated and expanded central office administration building in Highspire, PA
May 11, 2001	Opening of I-70 to Coyle Curtain Road section of the Mon/Fayette Expressway

Pennsylvania Turnpike Commission
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Chronology, Turnpike Improvements (continued)

May 31, 2010

Date	Improvement
May 19, 2001	Expansion of E-Zpass system to six additional interchanges, 226, 236, and 74 (Mahoning Valley) to 115 (Wyoming Valley) Toll Plaza on the Northeast Extension
August 17, 2001	Completion of total reconstruction MP 186 – 199
November 2001	Interchange dual-numbering system installation completed
December 15, 2001	E-Zpass lanes for passenger vehicles available at all of the Turnpike's Mainline Interchanges
April 12, 2002	Opening of Coyle Curtain Road to SR 51 section of the Mon/Fayette Expressway
June 1, 2002	Implementation of a Wide Area Network (WAN)
August 23, 2002	Completion of total reconstruction MP 75 – 85
December 15, 2002	E-Zpass lanes for commercial vehicles available at all of the Turnpike's Mainline Interchanges
June 1, 2003	Opening of the new Warrendale Interchange
November 12, 2003	Groundbreaking for Southern Beltway Findlay Connector (PA-60 to US 22)
June 2, 2004	Opening of the first express E-Zpass lane at Warrendale Interchange (eastbound)
June 26, 2004	Opening of the second express E-Zpass lane at Warrendale Interchange (westbound)
November 23, 2004	Expansion of E-Zpass system to two additional interchanges, 122–Keyser Avenue and 131–Clarks Summit on the Northeast Extension
December 9, 2004	Electronic bar code scanners installed at all interchanges
January 19, 2005	Implementation of the Tag Teller program
April 1, 2005	Completion of total reconstruction MP 110 – 120
October 12, 2005	Express E-Zpass lanes opened at Mid County Interchange
November 28, 2005	Fog warning system between Breezewood Interchange and Sideling Hill Service Plaza installed
January 2, 2006	One way tolling (eastbound) at Gateway Interchange (free westbound)
April 1, 2006	Groundbreaking for Mon/Fayette Uniontown to Brownsville project
June 2, 2006	Expansion of E-Zpass system to the AKH mainline interchange
October 2006	Opening of Findlay Connector
January 2007	Reconstruction of Norristown Interchange, MP 333.28 (completed)
February 2007	Amos K. Hutchinson and Beaver Valley Expressway completely equipped with E-Zpass
May 2007	Westbound span of the Susquehanna River Bridge was opened to traffic
May 2007	Opening of reconstructed Oakmont Service Plaza
June 2007	Eastbound span of the Susquehanna River Bridge was opened to traffic
June 2007	Gateway Express E-Zpass opened
August 2007	Reconstruction of Lebanon-Lancaster Interchange, MP 266.45 (completed)
September 2007	Reconstruction of Gettysburg Interchange, MP 236.22 (completed)
October 2007	Reconstruction of Harrisburg East Interchange, MP 247.38 (completed)
October 2008	Completion of Uniontown to Brownsville portion of Mon/Fayette
June 2009	Total Reconstruction of MP 1.85 – 9.29, 123-129, 210.92 – 215.29
September 2009	Opening of reconstructed new Stanton Service Plaza
November 2009	Total Reconstruction MP 67-74
May 2010	Opening of Reconstructed King of Prussia Service Plaza

Source: Pennsylvania Turnpike Commission

Chronology, Speed Limits

May 31, 2010

Date	Speed Limit
October 1, 1940	No speed limit established by law
April 15, 1941	70 MPH; various lower commercial speeds depending on vehicle weight
December 1941	Wartime restriction of 35 MPH for all traffic
August 1945	Wartime restriction lifted. Speed limits revert to those of April 15, 1941
July 9, 1951	70 MPH for cars, buses, motorcycles 50 MPH for all other traffic
January 15, 1953	Gateway to Breezewood: 60 MPH for cars, buses 45 MPH for trucks
May 7, 1956	Breezewood to Valley Forge: 70 MPH for cars, buses 50 MPH for trucks Bridges: 45 MPH for all traffic
July 24, 1966	65 MPH for cars, buses, motorcycles 55 MPH for commercial vehicles
November 1973	55 MPH restriction nationwide, enforced on Turnpike beginning December 2, 1973
July 13, 1995	65 MPH for cars, buses, motorcycles, and commercial vehicles, except in urban areas where speed limit is 55 MPH
April 3, 2001	55 MPH from milepost 75 to milepost 130 for all vehicles
April 11, 2005	65 MPH for all vehicles, except tunnels, MP 122-130, and approaches to main-line toll plazas will remain at 55 MPH

Source: Pennsylvania Turnpike Commission

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APPENDIX C

SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE

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APPENDIX C

SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE

The following sets forth the definitions of certain terms used in the Senior Indenture and a summary of certain provisions of the Senior Indenture. Certain other provisions of the Senior Indenture relating to the 2011 Bonds are summarized in the Official Statement under the sections captioned "DESCRIPTION OF THE 2011 BONDS" and "SECURITY FOR THE 2011 BONDS". Reference should be made to the Senor Indenture for a complete statement of all of these provisions and other provisions which are not summarized in this Official Statement. A copy of the Senior Indenture may be obtained from the Trustee.

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 Senior Indenture shall have the following meanings unless the context clearly indicates otherwise:

"Additional Bonds" -- Bonds of any Series authorized to be issued under the Senior Indenture.

"Annual Capital Budget" -- the budget adopted by the Commission pursuant to the provisions described under the heading "The Senior Indenture—Covenants of Commission--Annual Operating Budget; Capital Budget" in this Appendix C.

"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 Senior 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 refinance such Balloon Indebtedness, in which event the Balloon Indebtedness shall be amortized over the term of such refinancing 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; and (e) if any cash subsidy payments (the "Subsidy Payments") from the United States Treasury pursuant to Section 54AA or 6431 of the Code (as such Sections were added by Section 1531 of the American Recovery and Reinvestment Act of 2009 (Pub.L. 111-5) pertaining to "Build America Bonds") are scheduled to be received by the Commission with respect to any Bonds which are eligible for such Subsidy Payments, each of the Subsidy Payments may be deducted from the interest payable on such Bonds in the period in which such Subsidy Payment is scheduled to be received.

"Annual Operating Budget" -- the budget adopted by the Commission pursuant to the provisions described under the heading "The Senior Indenture--Annual Operating Budget; Capital Budget" in this Appendix C.

"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 Senior Indenture--Approved and Parity Swap Obligations" in this Appendix C.

"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" – for the 2011 Bonds are described in the forepart of this Official Statement.

"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 Senior 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 Senior 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. 21, the 2011 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 Senior 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 Senior Indenture and in the forepart of this Official Statement under "Description of the 2011 Bonds--Book-Entry Only System" pursuant to which Bonds are registered in book-entry form.

"Business Day" -- a day other than: (i) a Saturday, Sunday, legal holiday or day on which banking institutions in the city in which the Trustee has its Principal Office are authorized or required by law or executive order to close; or (ii) a day on which the New York Stock Exchange is closed.

"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 redemption 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 applicable 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 Senior 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 Senior Indenture and described under "The Senior Indenture—Debt Service Fund" in this Appendix C.

"Debt Service Reserve Fund" -- the fund created by the Senior Indenture and described under "The Senior Indenture—Debt Service Reserve Fund" in this Appendix C.

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

“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” -- Cash, Government Obligations, Government Obligations which have been stripped by the U.S. Treasury and CATS, TIGRS and similar securities, Resolution Funding Corp. strips which have been stripped by the Federal Reserve Bank of New York, pre-refunded obligations of a state or municipality rated in the highest rating category by the Rating Agency, and Obligations issued by the following agencies which are backed by the full faith and credit of the U.S.: Farmers Home Administration (Certificates of beneficial ownership), Federal Financing Bank, General Services Administration (Participation certificates), U.S. Maritime Administration (Guaranteed Title XI financing), U.S. Department of Housing and Urban Development (Project Notes, Local Authority Bonds and New Communities Debentures - U.S. government guaranteed debentures) and U.S. Public Housing Notes and Bonds (U.S. government guaranteed public housing notes and bonds).

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

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

“DTC” – The Depository Trust Company, New York, New York.

“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 Senior Indenture—Events of Default” in this Appendix C 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 Senior Indenture and who is retained by the Commission as a Financial Consultant for the purposes of the Senior 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 Senior Indenture and described under “The Senior Indenture—General Reserve Fund” in this Appendix C.

“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 Senior Indenture pursuant to the provisions described under the section in the forepart of this Official Statement captioned "SECURITY FOR THE 2011 BONDS – Additional Bonds Test".

"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.

"Interest Payment Date" – for the 2011 Bonds is described in the forepart of this Official Statement. If the Interest Payment Date 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 Senior 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 Senior 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 Senior Indenture, except: (a) Bonds theretofore cancelled or delivered to the Trustee for cancellation under the Senior Indenture; (b) Bonds which are deemed to be no longer Outstanding in accordance with the provisions described under "The Senior Indenture—Defeasance" in this Appendix C; and (c) Bonds in substitution for which other Bonds have been authenticated and delivered pursuant to the Senior 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 Senior 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 Senior Indenture--Approved and Parity Swap Obligations" in this Appendix C.

"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 Senior Indenture to make payments to Bondholders of interest and/or principal pursuant to the terms of the Senior 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; (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 Moody's and S&P; (p) asset-backed securities rated in the highest rating category by Moody's and S&P; and (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 Senior Indenture" – the Original Senior Indenture as 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 Senior Indenture provisions described under “The Senior Indenture—Rate Covenant” in this Appendix C.

“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 “l,” “2” and “3” or “plus” and “minus.”

“Rebate Fund” -- the fund created by the Senior Indenture and described under “The Senior Indenture—Rebate Fund” in this Appendix C.

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

“Record Date” -- for the 2011 Bonds is described in the forepart of this Official Statement. If the Record Date 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.

“Reimbursement Obligation” – an obligation of the Commission pursuant to a Reimbursement Agreement to repay any amounts drawn under a Credit Facility and to pay interest on such drawn amounts pursuant to such Reimbursement Agreement.

“Reserve Maintenance Fund” -- the fund created by the Senior Indenture and described under “The Senior Indenture—Reserve Maintenance Fund” in this Appendix C.

“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 Senior Indenture—Reserve Maintenance Fund” in this Appendix C.

"Revenue Fund" -- the fund created by the Senior Indenture and described under "The Senior Indenture—Revenue Fund; Agreements with Other Turnpikes" in this Appendix C.

"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 Senior Indenture. As more fully provided by the provisions described below under "The Senior 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 2011 Bonds, the date of original issuance and delivery of the 2011 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 Senior Indenture—Limitation on Issuance of Additional Bonds and Execution of Swap Agreements" in this Appendix C. 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" -- for the 2011 Bonds is described in the forepart of this Official Statement.

"Subordinated Indebtedness" -- Indebtedness incurred pursuant to paragraph (c) of the section in the forepart of this Official Statement captioned "SECURITY FOR THE 2011 BONDS – Additional Bonds Test".

"Supplemental Indenture" -- any Supplemental Indenture to (a) the Senior Indenture, now or hereafter duly authorized and entered into in accordance with the provisions of the Senior Indenture or (b) the Prior Senior 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 Senior Indenture--Approved and Parity Swap Obligations" in this Appendix C.

"System" – is described in the forepart of this Official Statement under "Pennsylvania Turnpike System."

"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, (ii) all monies deposited into accounts or funds created by the Senior 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 Senior 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 Senior Indenture, other than the Rebate Fund.

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

"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.

THE SENIOR 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 Senior 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 Senior Indenture as security for the payment of the Bonds.

ADDITIONAL BONDS

The Commission agrees in the Senior 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 Senior 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 Senior Indenture and evidence satisfactory to the Trustee that, upon issuance of the Additional Bonds, amounts will be deposited in the Funds under the Senior 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 Senior Indenture provisions described in the section in the forepart of this Official Statement captioned "SECURITY FOR THE 2011 BONDS – Additional Bonds Test" 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 Senior 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 Senior 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 Senior 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 Senior 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 with respect to Approved Swap Agreements described in the section in the forepart of this Official Statement captioned "SECURITY FOR THE 2011 BONDS – Additional Bonds Test" 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 Senior 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 the section in the forepart of this Official Statement captioned "SECURITY FOR THE 2011 BONDS – Additional Bonds Test" (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 Senior 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. The provisions for redemption of the 2011 Bonds are described in the forepart of this Official Statement under "DESCRIPTION OF THE 2011 BONDS -- Redemption of 2011 Bonds."

NOTICE OF REDEMPTION

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.

The provisions for notice of redemption for the 2011 Bonds are further described in the forepart of this Official Statement under "DESCRIPTION OF THE 2011 BONDS -- Redemption of 2011 Bonds."

On or before the date fixed for redemption, subject to the provisions described above, 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 herein, the Bonds shall cease to bear interest on the redemption date and shall no longer be entitled to the benefits of the Senior Indenture (other than for payment and transfer and exchange) and shall no longer be considered Outstanding.

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 Senior 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 Senior 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 Senior 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 and/or application will not adversely effect the tax-exempt status of the interest of the applicable Bonds.

RATE COVENANT

The Senior Indenture contains the Rate Covenant which is described in the section in the forepart of this Official Statement captioned “SECURITY FOR THE 2011 BONDS—Rate Covenant.”

COVENANTS AS TO TOLLS

The Commission covenants with respect to Tolls as described in the section in the forepart of this Official Statement captioned “SECURITY FOR THE 2011 BONDS—Rate Covenant.”

COVENANTS OF THE COMMISSION

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

Payment of Principal, Interest and Premium. The Commission covenants in the Senior Indenture that it will promptly pay the principal of, premium, if any, and the interest on every Bond issued under the provisions of the Senior Indenture at the places, on the dates and in the manner provided in the Senior Indenture and in said Bonds. Except as otherwise provided in the Senior 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 Senior 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 Senior 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 Senior 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 Senior 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 has covenanted in the Senior Indenture with respect to issuance of Additional Bonds and execution of Approved Swap Agreements as described in the section in the forepart of this Official Statement captioned "SECURITY FOR THE 2011 BONDS—Additional Bonds Test."

Use and Operation of System. The Commission covenants in the Senior 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 Senior 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 Senior Indenture that it will proceed with diligence to construct any Projects in conformity with law and all requirements of all governmental authorities having jurisdiction thereover. 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. 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.

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 Senior 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 Senior Indenture.

Insurance. The Commission covenants in the Senior 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 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 Senior 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 Senior Indenture that so long as any Bonds are Outstanding under the Senior 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 by the Senior Indenture and any Subordinated Indebtedness permitted pursuant to the provisions of the Senior Indenture; and (2) from such Revenues or other funds available under the Senior 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 Senior Indenture or a Commission account held outside the Senior 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 Senior Indenture) as the Commission shall determine.

CREATION OF FUNDS

In addition to the Construction Fund and any other funds created by Supplemental Indentures, the Senior Indenture creates the following funds: Operating Account; 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 Senior Indenture.

REVENUE FUND; AGREEMENTS WITH OTHER TURNPIKES

The Commission covenants in the Senior Indenture that all Revenues will be deposited daily, as far as practicable, with the Trustee or in the name of the Trustee with a Depositary or Depositaries, to the credit of the Revenue Fund.

The Senior Indenture provides that, to the extent 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.

Except as otherwise provided in the provisions described above, 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 Senior Indenture provides that the Commission shall establish an account known as the “Operating Account” which is described in the section in the forepart of this Official Statement captioned “SECURITY FOR THE 2011 BONDS--Operating Account.”

DEBT SERVICE FUND

The Senior 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.

The Trustee shall make deposits into the Debt Service Fund as described in the section in the forepart of this Official Statement captioned "SECURITY FOR THE 2011 BONDS--Debt Service Fund."

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 Senior 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.

With respect to any Bonds for which Subsidy Payments are scheduled to be received by the Commission, the Commission shall deposit or cause to be deposited all such Subsidy Payments, as and when received, into a separate account of the Debt Service Fund held for each such Series of Bonds, and such Subsidy Payments shall be applied to pay debt service on the corresponding Series of Bonds with respect to which such Subsidy Payments are received.

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. The provisions regarding the Reserve Maintenance Fund are further described in the section in the forepart of this Official Statement captioned "SECURITY FOR THE 2011 BONDS—Reserve Maintenance Fund."

DEBT SERVICE RESERVE FUND

The Senior 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 Senior Indenture and any Supplemental Indenture.

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 Senior 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 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. The provisions regarding the General Reserve Fund are further described in the section in the forepart of this Official Statement captioned "SECURITY FOR THE 2011 BONDS—General Reserve Fund."

REBATE FUND

The Senior Indenture authorizes the creation of a Rebate Fund. The Commission covenants in the Senior 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 Senior 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 Senior Indenture, the Trust Estate securing all Bonds issued under the terms of the Senior 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 Senior Indenture, all moneys received by the Commission under the provisions of the Senior Indenture shall be deposited with the Trustee or with one or more Depositaries. All moneys deposited under the provisions of the Senior 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 Senior 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 Senior 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 Senior 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 made pursuant to the Senior Indenture 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 Senior 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 Senior 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 Senior 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 Senior 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 Senior Indenture (other than a default under (a) and (b) above);

(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 Senior 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 Senior Indenture by a suit or suits in equity or at law, either for the specific performance of any covenant or agreement contained in the Senior Indenture or in aid of the execution of any power in the Senior 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 Senior 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 Senior 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 Senior Indenture. No provision of the Senior 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 sentence.

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 the Senior Indenture, 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;
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> (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 Senior 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 Senior 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 Senior 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 Senior Indenture.

Whenever moneys are to be applied pursuant to the above provisions, 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 Senior Indenture, provided that such direction shall not be in conflict with any rule of law or the Senior 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 Senior 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 Senior Indenture. The exercise of such rights is further subject to the provisions described under "Bondholders May Direct Proceedings" and "Delay or Omission Not Waiver" and certain other provisions of the Senior

Indenture. No one or more Bondholders shall have any right in any manner whatever to enforce any right under the Senior Indenture, except in the manner provided in the Senior 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 Senior Indenture for the equal and ratable benefit of the Bondholders of all Bonds Outstanding.

RIGHTS AND REMEDIES CUMULATIVE

No right or remedy in the Senior 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 Senior Indenture or now or hereafter existing at law, in equity or otherwise. The assertion or employment of any right or remedy under the Senior 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 the Senior Indenture or by law to the Trustee or the Bondholders may be exercised from time to time, and as often as may as 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 Senior 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 Senior 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 Senior 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 Senior Indenture contains provisions relating to the appointment and duties of the Trustee. The trustee under the Senior 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 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 Senior 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 Senior Indenture shall become effective until the acceptance of appointment by the successor Trustee under the Senior 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 Senior 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 Senior 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 Senior 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 Senior 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 Senior 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 Senior Indenture as then in effect or to subject to the pledge and lien of the Senior Indenture additional revenues, properties or collateral including Defeasance Obligations; (c) add to the covenants and agreements of the Commission in the Senior Indenture other covenants and agreements thereafter to be observed by the Commission or to surrender any right or power in the Senior Indenture reserved to or conferred upon the Commission which are not contrary to or inconsistent with the Senior Indenture as then in effect; (d) permit the appointment of a co-trustee under the Senior Indenture; (e) modify, alter, supplement or amend the Senior Indenture in such manner as shall permit the qualification of the Senior 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 Senior 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 Senior Indenture; or (h) if all Bonds in a series are Book Entry Bonds, amend, modify, alter or replace any Letter of Representations 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 Senior 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 Senior Indenture, but only with the written consent, given as provided in the Senior 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 Senior Indenture) the lien or pledge granted to the Bondholders under the Senior 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 Senior 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 Senior 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 Senior 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 Senior 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 Senior 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 Senior 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 Senior Indenture, if a Supplemental Indenture is to become effective 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 Senior Indenture.

The Senior 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

Senior 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 the Senior Indenture, and (b) all of the covenants, agreements, obligations, terms and conditions of the Commission under the Senior 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 Senior 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 Senior 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 Senior 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 Senior Indenture.

If payment or provision therefor is made with respect to less than all of the 2011 Bonds of a maturity within a particular series, the particular 2011 Bonds within such maturity for which provision for payment shall have been made shall be selected by lot or by such other method as the Trustee deems fair and appropriate.

DEFEASANCE

Provision for the payment of 2011 Bonds shall be deemed to have been made when the Trustee holds in the Debt Service Fund (1) cash in an amount sufficient to make all payments (including principal, premium, if any, and interest) specified above with respect to such 2011 Bonds, or (2) direct non-callable obligations of the United States of America and securities fully and unconditionally guaranteed as to the timely payment of principal and interest by the United States of America, to which direct obligation or guarantee the full faith and credit of the United States of America has been pledged, Refcorp interest strips, CATS, TIGRS, STRPS, or defeased municipal bonds rated "AAA" by S&P or "Aaa" by Moody's (or any combination of the foregoing), or (3) any combination of cash and obligations described in clause (2) above the amounts of which and interest thereon, when due, are or will be, in the aggregate, sufficient (together with any earnings thereon) to make all such payments.

Neither the moneys nor the obligations deposited with the Trustee as provided above shall be withdrawn or used for any purpose other than, and such obligations and moneys shall be segregated and held in trust for, the payment of the principal or redemption price of, premium, if any, on and interest on, the 2011 Bonds (or portions thereof) to be no longer entitled to the lien of the Senior Indenture; provided that such moneys, if not then needed for such purpose, shall, to the extent practicable, be invested and reinvested in Government Obligations maturing on or prior to the Interest Payment Date next succeeding the date of investment or reinvestment.

Whenever moneys or obligations shall be deposited with the Trustee for the payment or redemption of 2011 Bonds more than 60 days prior to the date that such 2011 Bonds are to mature or be redeemed, the Trustee shall mail a notice to the Owners of 2011 Bonds for the payment of which such moneys or obligations are being held at their registered addresses stating that such moneys or obligations have been deposited. Such notice shall also be sent by the Trustee to each Rating Agency then rating the 2011 Bonds at the request of the Commission. Notwithstanding the foregoing, no provision for payment shall be deemed to have been made with respect to any 2011 Bonds which are to be redeemed prior to their stated maturity until such 2011 Bonds shall have been irrevocably called or designated for redemption on a date thereafter on which such 2011 Bonds may be redeemed and proper notice of such redemption shall have been given or the Commission shall have given the Trustee, in form satisfactory to the Trustee, irrevocable instructions to give proper notice of such redemption.

In the event of a deposit of moneys or obligations for the payment or redemption of the 2011 Bonds described above, the Commission shall cause to be delivered a verification report of an independent, nationally recognized certified public accountant confirming that the above-described requirements have been satisfied. If a forward supply contract is employed in connection with the advance refunding, (i) such verification report shall expressly state that the adequacy of the escrow to accomplish the refunding relies solely on the initial escrowed investments and the maturing principal thereof and interest income thereon and does not assume performance under or compliance with the forward supply contract, and (ii) the applicable escrow agreement shall provide that in the event of any discrepancy or difference between the terms of the forward supply contract and the escrow agreement (or the authorizing document, if no separate escrow agreement is utilized), the terms of the escrow agreement or authorizing document, if applicable, shall be controlling.

At such times as a 2011 Bond shall be deemed to be paid under the Senior Indenture, as aforesaid, it shall no longer be secured by or entitled to the benefits of the Senior Indenture, except for the purposes of any such payment from such money or Defeasance Obligations.

[End of Appendix C]

APPENDIX D

FORM OF OPINION OF CO-BOND COUNSEL

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[FORM OF OPINION OF CO-BOND COUNSEL]

[Date of Issuance of 2011A Bonds]

RE: $68,660,000 Pennsylvania Turnpike Commission Turnpike Revenue Bonds, Series A of 2011

To the Purchasers of the within-described 2011A Bonds:

We have acted as Co-Bond Counsel in connection with the issuance and sale by the Pennsylvania Turnpike Commission (the "Commission") of $68,660,000 aggregate principal amount of its Turnpike Revenue Bonds, Series A of 2011 (the "2011A Bonds") pursuant to the Amended and Restated Trust Indenture dated as of March 1, 2001, as amended and supplemented prior to the date hereof (the "Existing Senior Indenture"), and as further supplemented by Supplemental Trust Indenture No. 21 dated as of April 1, 2011 ("Supplemental Indenture No. 21" and, together with the Existing Senior Indenture, the "Senior Indenture"), between the Commission and U.S. Bank National Association, as successor trustee (the "Trustee"). Capitalized terms used herein and not otherwise defined shall have the meanings ascribed to such terms in the Senior Indenture.

We have examined (i) an executed copy of Supplemental Indenture No. 21, (ii) the form of the 2011A Bonds, and (iii) such constitutional and statutory provisions and such other resolutions, certificates, instruments and documents as we have deemed necessary or appropriate in order to enable us to render an informed opinion as to the matters set forth herein.

In rendering the opinions set forth below, we have assumed the genuineness of all signatures, the authenticity of all documents submitted to us as originals and the conformity to the original documents of all documents submitted to us as copies. As to any facts material to such opinions, we have, when relevant facts were not independently established, relied upon the aforesaid instruments, certificates and documents without undertaking to verify the same by independent investigation.

Based upon the foregoing, it is our opinion, under existing law and as of the date hereof, subject to the qualifications and limitations set forth herein, that:

1. The Commission is a validly existing instrumentality of the Commonwealth of Pennsylvania and has the power to enter into the transactions contemplated by Supplemental Indenture No. 21 and to carry out its obligations thereunder.

2. Supplemental Indenture No. 21 has been duly authorized, executed and delivered by the Commission and constitutes the valid and binding obligation of the Commission, enforceable against the Commission in accordance with its terms.

3. The 2011A Bonds have been duly and validly authorized and issued by the Commission and constitute the valid and binding limited obligations of the Commission, enforceable against the Commission in accordance with their terms, payable from the sources provided therefor in the Senior Indenture.

4. The 2011A Bonds are exempt from personal property taxes in Pennsylvania, and the interest on the 2011A Bonds is exempt from Pennsylvania corporate net income tax and from Pennsylvania personal income tax.

5. Interest on the 2011A Bonds (including for purposes of this paragraph any original issue discount properly allocable to an owner thereof and treated as interest) is excludable from gross income for federal income tax purposes and is not an item of tax preference for purposes of the federal alternative minimum tax imposed on individuals and corporations. It should be noted, however, that for the purpose of computing the alternative minimum tax imposed on corporations (as defined for federal income tax purposes), such interest is taken into account in determining adjusted current earnings. The opinion set forth in the preceding sentence is subject to the condition that the Commission comply with all requirements of the Internal Revenue Code of 1986, as amended (the "Code"), that must be satisfied subsequent to the issuance of the 2011A Bonds in order that interest thereon be, or continue to be, excluded from gross income for federal income tax purposes. The Commission has covenanted to comply with all such requirements of the Code. Failure to comply with certain of such requirements may cause interest on the 2011A Bonds to become included in gross income for federal income tax purposes retroactively to the date of issuance of the 2011A Bonds. We express no opinion regarding any other federal tax consequences arising with respect to the 2011A Bonds.

The opinions set forth above as to the enforceability of the 2011A Bonds and Supplemental Indenture No. 21 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 principles of equity and the exercise of judicial discretion in appropriate cases (regardless of whether such enforceability is considered in a proceeding in equity or at law).

The opinions set forth above are rendered on the basis of, and limited to, federal law and the laws of the Commonwealth of Pennsylvania as enacted and construed on the date hereof. We express no opinion herein as to any matter not set forth in the numbered paragraphs above. In particular, we assume no responsibility for, and express no opinion herein with respect to, the accuracy, adequacy or completeness of the Preliminary Official Statement or the Official Statement prepared in respect of the 2011A Bonds, including the appendices thereto, and we make no representation that we have independently verified any such information.

The opinions set forth above 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 above 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,

APPENDIX E

TOTAL DEBT SERVICE FOR TOLL REVENUE BONDS

APPENDIX E

ESTIMATED DEBT SERVICE REQUIREMENTS OF THE TURNPIKE REVENUE BONDS[1]

Fiscal Year Ending May 31st	Existing Debt Service on Senior Indenture Bonds[2,3,4,5,6,7]	Series 2011 A Bonds			Aggregate Senior Indenture Debt Service[2,3,4,5,6]
		Principal	Interest	Total	
2011	$151,023,934	$ -	$ -	$ -	$151,023,934
2012	210,826,314	-	1,981,225	1,981,225	212,807,540
2013	227,532,575	-	3,348,550	3,348,550	230,881,125
2014	237,979,814	-	3,348,550	3,348,550	241,328,364
2015	219,175,522	-	3,348,550	3,348,550	222,524,072
2016	165,466,388	-	3,348,550	3,348,550	168,814,938
2017	165,097,686	-	3,348,550	3,348,550	168,446,236
2018	165,093,088	-	3,348,550	3,348,550	168,441,638
2019	165,302,379	-	3,348,550	3,348,550	168,650,929
2020	165,292,849	-	3,348,550	3,348,550	168,641,399
2021	148,844,181	15,925,000	3,348,550	19,273,550	168,117,731
2022	148,839,831	16,725,000	2,552,300	19,277,300	168,117,131
2023	162,783,535	17,565,000	1,716,050	19,281,050	182,064,585
2024	163,988,700	18,445,000	837,800	19,282,800	183,271,500
2025	183,876,766	-	-	-	183,876,766
2026	183,862,388	-	-	-	183,862,388
2027	146,505,469	-	-	-	146,505,469
2028	126,965,172	-	-	-	126,965,172
2029	127,229,630	-	-	-	127,229,630
2030	153,172,107	-	-	-	153,172,107
2031	153,372,797	-	-	-	153,372,797
2032	180,187,169	-	-	-	180,187,169
2033	180,400,382	-	-	-	180,400,382
2034	180,635,049	-	-	-	180,635,049
2035	180,880,221	-	-	-	180,880,221
2036	178,191,194	-	-	-	178,191,194
2037	156,970,742	-	-	-	156,970,742
2038	155,627,228	-	-	-	155,627,228
2039	154,527,900	-	-	-	154,527,900
2040	73,518,968	-	-	-	73,518,968
2041	83,979,068	-	-	-	83,979,068
2042	83,035,582	-	-	-	83,035,582
2043	82,054,867	-	-	-	82,054,867
2044	81,038,341	-	-	-	81,038,341
2045	79,982,146	-	-	-	79,982,146
2046	78,892,424	-	-	-	78,892,424
2047	77,769,767	-	-	-	77,769,767
2048	76,588,006	-	-	-	76,588,006
2049	75,357,229	-	-	-	75,357,229
2050	74,087,988	-	-	-	74,087,988
TOTAL	$ 5,805,955,398	$ 68,660,000	$ 37,224,325	$ 105,884,325	$ 5,911,839,723

(1) Does not include debt service on Subordinate Bonds and Special Revenue 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. Interest on the 2009C Bonds is calculated at 4.0% plus the fixed spread for unhedged bonds and the fixed swap rate plus the fixed spread for the hedged bonds which are swapped to a fixed rate.
(3) All fixed rate debt, unless subject to an interest rate swap agreement, is shown at the actual interest rate. All fixed rate debt which is swapped to a floating rate is shown at an assumed rate of 4.0% plus the fixed spread.
(4) Interest does not reflect anticipated receipt of Federal Subsidy.
(5) Does not reflect any likely refunding of Series 2009C Turnpike Revenue Bonds (SIFMA Index Notes) at their maturity
(6) Interest net of capitalized Interest; does not reflect any expected earnings credited against debt service
(7) Existing Debt Service does not include debt service on the refuned Series R of 2001 Bonds

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APPENDIX F

TRAFFIC AND REVENUE STUDY

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Wilbur Smith Associates
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PLANNERS
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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

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).

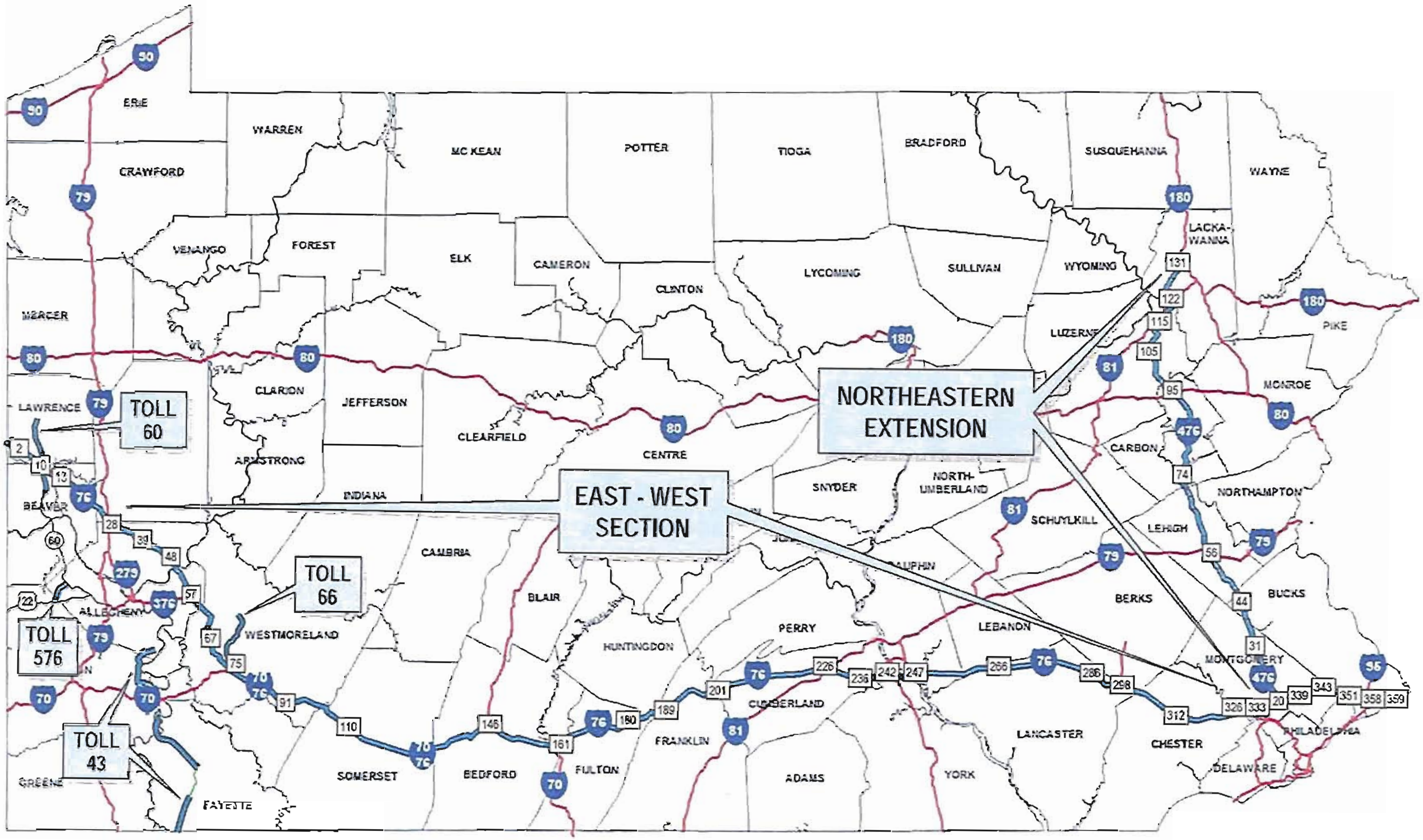
All remaining tolls are collected at fixed barrier locations, though these account for less than 5 percent of total Systemwide toll revenue. In addition to the three barrier locations mentioned above, additional barrier systems include the PA 43, PA 60, PA 66 and PA 576 systems. These are identified 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

FIGURE 1

Table 1
Summary of Annual Ticket System and Gateway Average Daily Toll Transaction Trends
Pennsylvania Turnpike System

Passenger Cars

Calendar Year	2	10	13	28	30	39	48	57	67	75	91	110	146	161	180	189	201	226	236	242	247	266	286	298	312	326	333	20	339	343	351	358	359	31	44	56	74	95	105	115	Total
1987[1]	5,757		1,383	8,189		4,098	6,567	14,202	6,944	7,447	2,022	1,574	1,717	4,556	475	308	343	3,580	1,980	3,195	5,848	1,796	3,773	3,650	4,731	20,404	4,939		11,220	13,356	16,229	4,478	12,371	3,874	3,573	6,386	2,176	2,982	1,787	1,689	198,099
1988	6,082		1,540	6,551		4,143	6,782	14,732	7,100	7,684	2,172	1,641	1,790	5,239	517	325	369	3,832	2,177	3,480	6,210	1,944	4,120	3,787	5,302	21,518	10,329		12,265	14,719	17,883	4,762	13,408	4,127	3,907	5,498	2,318	3,016	1,828	1,752	215,854
1989	6,480		1,759	7,088		4,211	7,080	15,519	7,441	7,726	2,242	1,682	1,869	5,535	545	347	395	4,082	2,317	3,708	6,579	2,055	4,471	3,846	5,956	23,044	12,747		13,308	16,015	20,211	5,160	14,669	4,362	4,232	6,617	2,417	2,954	1,816	1,787	232,270
1990	6,812		1,825	7,363		4,015	7,182	15,577	7,758	7,922	2,099	1,933	1,965	5,593	573	354	420	4,328	2,612	4,035	7,129	2,179	4,607	3,958	6,279	23,948	13,551		13,891	16,874	21,292	5,068	14,168	4,525	3,927	7,290	2,433	2,931	1,887	1,778	239,874
1991[2]	6,873		1,740	7,414		4,019	7,158	15,821	7,874	7,785	2,126	1,944	1,943	5,407	570	358	430	4,333	2,672	3,974	7,164	2,212	4,750	4,001	6,439	22,920	12,073		14,473	17,576	21,566	5,065	14,113	5,191	4,141	7,764	2,551	3,020	1,970	2,018	241,388
1992	6,916		1,654	7,445		4,013	7,196	15,624	7,971	7,829	2,149	1,949	1,927	5,214	566	362	439	4,327	2,726	3,905	7,182	2,241	4,887	4,035	6,587	21,881	10,730		15,262	18,257	21,995	5,050	14,026	5,936	4,358	8,248	2,669	3,105	2,053	2,286	242,810
1993	6,999		1,581	7,519		4,029	7,235	15,714	8,113	7,519	2,185	1,966	1,922	5,057	566	368	451	4,346	2,797	3,858	7,241	2,282	5,056	4,092	6,775	21,009	9,592		16,186	19,100	22,458	5,065	14,019	6,826	4,615	8,811	2,809	3,211	2,152	2,606	246,130
1994	7,064	1,556	1,507	7,574		4,035	7,257	15,783	8,236	7,391	2,216	1,978	1,912	4,893	564	373	462	4,354	2,862	3,852	7,282	2,319	5,220	4,139	6,950	20,122	8,553	22,910	17,125	19,926	22,876	5,068	13,979	7,830	4,877	9,387	2,949	3,313	2,250	2,965	273,839
1995	7,288	1,691	1,488	7,819		4,053	7,045	15,687	8,226	7,651	2,311	2,024	2,038	5,109	569	381	477	4,675	3,499	4,186	7,608	2,363	5,453	4,224	7,070	20,707	8,975	25,569	18,179	21,963	24,361	5,024	14,248	8,256	5,087	9,807	3,059	3,397	2,305	3,170	287,342
1996	7,292	1,836	1,516	8,232		4,279	7,602	16,101	8,398	8,046	2,212	2,025	2,135	5,214	586	407	500	4,665	3,665	4,146	7,989	2,500	5,490	4,330	6,723	21,092	9,296	26,959	18,335	22,370	24,750	5,215	14,595	8,760	5,344	10,524	3,261	3,603	2,229	3,232	295,564
1997	7,496	1,911	1,604	8,569		4,483	8,084	16,700	8,586	8,331	2,253	2,030	2,222	5,438	617	425	521	4,281	3,496	4,080	7,991	2,643	5,729	4,844	7,311	21,337	9,912	28,430	18,812	22,902	25,685	5,291	14,829	9,960	5,596	11,218	3,452	3,832	2,442	3,401	306,765
1998	7,815	2,010	1,743	9,211		4,827	7,962	17,291	9,082	8,706	2,352	2,059	2,479	5,697	643	462	549	4,826	3,641	4,295	8,409	2,867	6,041	5,253	7,838	22,360	10,337	29,605	20,185	23,207	26,256	5,422	15,312	10,594	6,250	11,290	3,709	4,003	2,550	3,548	320,486
1999	7,850	2,064	1,759	9,369		5,003	8,686	17,626	9,481	9,684	2,381	1,916	2,738	5,838	673	480	567	4,886	3,889	4,699	8,818	2,987	6,096	5,513	8,361	21,643	10,685	29,628	20,031	22,397	26,089	5,476	15,450	11,187	6,526	11,843	3,885	4,150	2,583	3,587	326,504
2000	7,333	2,164	1,771	9,399		4,939	9,251	17,782	9,533	8,594	2,142	1,848	2,780	5,828	630	453	574	4,792	4,039	5,103	9,004	3,037	6,242	5,661	8,824	21,531	10,585	30,770	19,967	23,085	26,665	5,373	15,565	11,381	6,690	12,588	3,897	4,144	2,611	3,592	330,117
2001	8,056	2,302	1,824	9,940		5,180	8,998	18,337	9,593	8,868	2,236	1,911	2,960	6,331	681	436	591	5,304	4,172	5,081	9,125	3,214	6,472	6,187	9,437	24,784	11,335	31,945	21,056	23,759	27,653	5,317	16,349	11,430	6,693	13,363	4,137	4,151	2,716	3,697	345,595
2002	9,082	2,344	1,860	10,183		5,186	9,366	18,436	9,789	9,368	2,204	2,001	3,225	6,599	700	477	661	5,180	4,580	5,400	9,739	3,381	6,655	6,682	10,008	25,254	11,801	33,406	21,380	24,197	28,556	5,478	16,765	12,411	6,981	13,805	4,233	4,413	2,859	4,042	358,916
2003	13,828				7,374	5,448	9,505	18,770	10,303	9,354	2,253	2,061	3,290	6,820	715	488	670	5,365	4,804	5,781	10,217	3,683	6,854	7,201	10,421	25,928	12,297	34,130	22,140	24,850	29,503	5,755	17,532	12,939	7,378	14,528	4,442	4,589	2,946	4,013	369,305
2004[3]	16,379				11,585	5,417	9,377	18,588	10,054	9,191	2,239	1,948	3,370	6,713	761	483	679	5,262	4,795	5,734	10,256	3,686	7,207	7,359	10,455	28,231	12,586	35,753	22,015	25,716	30,084	6,011	18,086	13,166	7,926	15,392	4,691	5,020	3,243	4,256	383,734
2005	15,873				11,269	5,154	9,101	18,087	9,437	8,860	2,257	1,892	3,163	6,517	691	448	649	4,939	4,567	5,352	9,917	3,643	6,969	7,335	10,291	28,201	11,661	35,452	21,709	25,152	29,563	5,856	17,844	12,941	7,950	15,064	4,562	4,722	3,033	4,051	374,397
2006	16,388				11,419	5,181	9,129	18,290	9,582	8,779	2,237	1,927	3,037	6,356	676	443	658	4,959	4,562	5,196	9,553	3,602	7,185	7,457	10,558	28,173	11,455	36,060	21,561	24,609	29,433	5,854	17,635	13,034	8,149	15,318	4,657	4,750	3,060	4,047	374,969
2007	16,365				11,940	5,613	9,406	18,198	9,614	8,806	2,478	2,067	3,059	6,216	711	440	662	4,973	4,681	5,285	9,902	3,740	7,397	7,446	11,011	27,069	11,312	36,659	21,203	26,054	29,917	5,917	17,727	13,304	8,235	15,581	4,796	4,761	3,188	4,043	379,734
Average Annual Percent Change																																									
1987-93	3.3	NA	2.3	3.3	NA	(0.2)	1.6	1.6	2.6	0.2	1.3	3.8	1.9	0.3	3.0	3.1	4.7	3.3	5.9	3.2	3.6	4.1	5.0	1.9	6.2	0.5	11.7	NA	6.3	6.1	5.6	2.1	2.1	9.9	4.4	5.5	4.3	1.2	3.1	7.5	3.7
1994-02	3.2	5.0	2.7	3.8	NA	3.2	3.2	2.0	2.2	3.0	(0.1)	0.3	6.8	3.8	2.7	3.1	4.6	2.2	6.1	4.5	3.7	4.8	3.1	6.2	4.7	2.9	4.2	4.8	2.8	2.5	2.8	1.0	2.3	5.9	4.6	4.9	4.9	3.5	3.0	3.9	3.4
2003-07	4.3	NA	NA	NA	12.8	0.8	(0.3)	(0.8)	(1.7)	(1.6)	2.4	0.1	(1.8)	(2.3)	(0.1)	(2.5)	(0.3)	(1.9)	(0.7)	(2.3)	(0.8)	0.5	1.6	0.8	1.4	0.1	(2.1)	1.8	(1.1)	1.2	0.3	0.7	0.3	0.7	2.8	1.8	1.9	0.9	2.0	0.2	0.7
1987-07	5.4	NA	NA	NA	NA	1.6	1.8	1.2	1.6	0.8	1.0	1.4	2.9	1.1	2.0	1.8	3.3	1.7	4.4	2.5	2.7	3.7	3.4	3.6	4.3	1.4	4.2	NA	3.2	3.4	3.1	1.4	1.8	6.4	4.3	4.6	4.0	2.4	2.9	4.5	3.3

Commercial Vehicles

Calendar Year	2	10	13	28	30	39	48	57	67	75	91	110	146	161	180	189	201	226	236	242	247	266	286	298	312	326	333	20	339	343	351	358	359	31	44	56	74	95	105	115	Total
1987[1]	2,322		377	1,291		392	767	1,181	541	3,008	186	606	609	1,621	110	89	97	2,083	286	401	969	208	801	517	616	2,227	1,020		768	1,101	2,024	932	2,283	547	397	1,103	206	396	85	441	32,808
1988	2,422		411	1,347		411	829	1,246	572	3,215	205	658	630	1,926	113	100	104	2,246	317	459	1,062	225	895	531	692	2,391	1,101		835	1,187	2,174	996	2,519	588	444	1,131	223	413	92	445	35,167
1989	2,491		438	1,400		432	881	1,334	619	3,307	219	683	612	2,019	110	111	107	2,328	347	508	1,129	241	945	537	765	2,535	1,097		877	1,262	2,328	1,022	2,664	630	483	1,163	255	457	94	422	36,872
1990	2,379		404	1,385		390	880	1,314	664	3,337	207	676	636	1,894	107	105	112	2,340	349	520	1,143	305	904	520	749	2,530	1,144		871	1,258	2,382	991	2,561	604	382	1,185	241	436	94	465	36,474
1991[2]	2,370		371	1,372		388	869	1,321	664	3,292	205	658	641	1,908	111	99	111	2,315	365	529	1,164	285	921	548	732	2,437	867		899	1,278	2,369	1,010	2,436	663	399	1,255	250	476	97	543	36,220
1992	2,356		345	1,355		388	856	1,206	662	3,239	203	639	644	1,918	114	93	110	2,286	381	536	1,183	271	807	576	714	2,341	656		927	1,296	2,342	1,027	2,312	726	416	1,326	258	517	100	622	35,888
1993	2,355		322	1,346		390	848	1,216	665	3,206	202	624	651	1,929	119	88	110	2,269	399	546	1,208	265	959	610	700	2,085	499		900	1,333	2,328	1,051	2,206	800	438	1,409	268	566	104	739	35,813
1994	2,348	225	304	1,334		391	839	1,344	665	3,164	201	608	657	1,955	123	83	109	2,247	417	555	1,231	261	978	645	684	2,182	378	2,435	992	1,347	2,308	1,073	2,099	880	459	1,490	278	618	108	863	38,881
1995	2,404	241	274	1,392		412	820	1,281	655	3,300	199	651	694	2,041	120	81	113	2,560	517	638	1,293	268	978	679	679	2,269	415	2,619	1,005	1,404	2,355	1,112	2,125	924	480	1,582	311	674	107	901	40,673
1996	2,374	281	285	1,433		413	860	1,419	665	3,400	195	674	695	2,115	124	89	109	2,619	478	629	1,273	282	913	690	616	2,375	427	2,830	1,035	1,471	2,371	1,162	2,179	1,005	495	1,713	342	775	114	944	41,869
1997	2,446	302	303	1,502		437	849	1,471	706	3,548	202	691	721	2,208	130	90	113	2,454	479	656	1,378	316	1,059	829	670	2,495	452	3,052	1,062	1,541	2,568	1,199	2,240	1,097	541	1,911	357	837	122	1,038	44,073
1998	2,605	314	295	1,576		472	983	1,534	745	3,789	211	725	825	2,390	138	95	117	2,799	470	665	1,479	358	1,035	881	740	2,670	473	3,258	1,152	1,628	2,691	1,242	2,364	1,143	615	2,061	396	889	125	1,113	47,121
1999	2,648	363	324	1,690		519	1,042	1,625	810	4,059	238	808	1,062	2,711	157	102	124	3,030	516	771	1,574	400	1,123	968	798	2,708	514	3,408	1,200	1,627	2,814	1,383	2,510	1,216	646	2,250	406	1,039	131	1,160	50,682
2000	2,649	364	324	1,708		526	1,057	1,682	809	4,138	228	750	1,145	2,729	151	104	135	3,072	536	802	1,556	399	1,305	997	839	2,727	532	3,573	1,198	1,680	2,881	1,552	2,716	1,242	678	2,360	429	1,113	141	1,162	52,009
2001	2,709	394	315	1,683		521	1,032	1,663	809	4,066	226	712	1,198	2,672	148	98	143	3,121	544	813	1,517	418	1,325	985	844	2,868	504	3,470	1,227	1,623	2,880	1,332	2,732	1,202	633	2,336	418	1,076	142	1,140	51,539
2002	2,937	422	303	1,679		523	1,027	1,604	826	4,161	253	734	1,312	2,753	160	100	151	3,196	569	856	1,567	452	1,338	1,034	901	2,894	572	3,707	1,223	1,749	3,071	1,420	2,971	1,249	689	2,443	461	1,139	165	1,241	53,020
2003	4,259				1,865	513	1,048	1,591	837	4,255	267	729	1,075	2,840	173	108	161	3,359	619	995	1,718	499	1,437	1,146	935	3,137	598	3,839	1,373	1,877	3,204	1,624	3,296	1,319	842	2,592	465	1,169	176	1,250	57,489
2004[3]	5,447				3,196	536	1,075	1,653	849	4,345	318	729	1,454	2,888	198	106	186	3,471	632	1,070	1,812	501	1,492	1,194	971	3,360	518	4,124	1,408	2,040	3,268	1,737	3,613	1,387	869	2,833	496	1,235	205	1,335	62,649
2005	5,760				3,340	552	1,072	1,680	857	4,348	262	710	1,350	2,902	205	106	215	3,430	683	1,119	1,885	518	1,461	1,160	967	3,428	626	4,187	1,453	2,102	3,338	1,807	3,754	1,409	897	2,909	526	1,227	209	1,340	63,770
2006	5,288				3,371	527	1,081	1,706	853	4,389	286	715	1,332	2,835	218	107	214	3,483	723	1,154	1,854	538	1,507	1,167	996	3,486	611	4,320	1,424	2,119	3,374	1,810	3,790	1,429	951	3,051	546	1,292	210	1,329	64,106
2007	5,403				3,505	575	1,177	1,735	894	4,478	306	743	1,327	2,910	230	108	229	3,543	774	1,194	1,863	549	1,572	1,188	1,058	3,446	636	4,433	1,403	2,210	3,397	1,812	3,949	1,505	990	3,139	596	1,336	218	1,358	65,796
Average Annual Percent Change																																									
1987-93	0.2	NA	(2.6)	0.7	NA	(0.1)	1.7	0.5	3.5	1.1	1.4	0.5	1.1	1.1	1.3	(0.2)	2.1	1.4	5.7	5.3	3.7	4.1	3.0	2.8	2.2	(1.1)	(11.2)	NA	3.8	3.1	2.4	2.0	(0.6)	6.5	1.7	4.2	4.5	6.1	3.4	9.0	1.5
1994-02	2.8	7.5	(0.1)	2.8	NA	3.7	2.5	2.2	2.7	3.5	2.9	2.4	9.0	4.4	3.4	2.3	4.2	4.5	4.0	5.6	3.1	7.1	4.0	6.1	3.5	3.6	5.3	5.4	3.7	3.3	3.5	3.6	4.4	4.5	5.2	6.3	6.5	7.9	5.4	4.7	4.2
2003-07	6.1	NA	NA	NA	17.1	2.9	2.9	2.2	1.7	1.3	3.4	0.5	(0.9)	0.6	7.4	(0.2)	9.3	1.4	5.7	4.6	2.0	2.4	2.3	0.9	3.1	2.4	1.6	3.7	0.5	4.2	1.5	2.8	4.6	3.4	4.1	4.9	6.4	3.4	5.6	2.1	3.4
1987-07	4.3	NA	NA	NA	NA	1.9	2.2	1.9	2.5	2.0	2.5	1.0	4.0	2.4	3.8	1.0	4.4	2.7	5.1	5.6	3.3	5.0	3.4	4.2	2.7	2.2	(2.3)	NA	3.1	3.5	2.6	3.4	2.8	5.2	4.7	5.4	5.5	6.2	4.8	5.8	3.5

Total Vehicles

Calendar Year	2	10	13	28	30	39	48	57	67	75	91	110	146	161	180	189	201	226	236	242	247	266	286	298	312	326	333	20	339	343	351	358	359	31	44	56	74	95	105	115	Total
1987[1]	8,079		1,760	7,480		4,490	7,334	15,483	7,485	10,455	2,208	2,180	2,326	6,777	585	398	440	5,663	2,266	3,596	6,817	2,006	4,574	4,167	5,347	22,631	5,959		11,988	14,457	18,253	5,410	14,654	4,421	3,970	7,489	2,382	3,378	1,872	2,130	230,907
1988	8,514		1,951	7,898		4,554	7,611	15,978	7,672	10,899	2,377	2,299	2,423	7,167	630	425	473	6,078	2,494	3,939	7,272	2,169	5,015	4,298	5,994	23,909	11,430		13,100	15,906	20,067	5,758	15,927	4,715	4,351	7,629	2,551	3,431	1,920	2,197	251,021
1989	8,971		2,197	8,488		4,643	7,961	16,853	8,060	11,033	2,461	2,365	2,481	7,554	655	458	502	6,410	2,664	4,216	7,708	2,296	5,416	4,383	6,721	25,579	13,844		14,183	17,277	22,539	6,182	17,333	4,992	4,715	7,780	2,672	3,421	1,910	2,219	269,142
1990	9,191		2,229	8,748		4,405	8,062	16,891	8,422	11,259	2,306	2,609	2,591	7,487	680	459	532	6,668	2,961	4,555	8,272	2,484	5,511	4,478	7,028	26,478	14,695		14,562	18,132	23,684	6,059	16,729	5,132	4,309	8,475	2,674	3,367	1,981	2,243	276,348
1991[2]	9,243		2,111	8,786		4,408	8,067	16,942	8,538	11,077	2,331	2,602	2,584	7,315	681	457	541	6,649	3,037	4,503	8,328	2,497	5,671	4,549	7,171	25,357	12,940		15,372	18,854	24,035	6,075	16,549	5,854	4,540	9,019	2,801	3,496	2,067	2,561	277,608
1992	9,272		1,999	8,800		4,401	8,052	16,830	8,633	10,868	2,352	2,588	2,571	7,132	680	455	549	6,613	3,107	4,441	8,365	2,512	5,524	4,611	7,301	24,222	11,386		16,189	19,553	24,337	6,077	16,338	6,662	4,774	9,574	2,927	3,622	2,153	2,918	278,698
1993	9,354		1,903	8,865		4,419	8,083	16,930	8,778	10,725	2,387	2,590	2,573	6,986	685	456	561	6,615	3,196	4,404	8,449	2,547	6,015	4,702	7,475	23,094	10,091		17,146	20,423	24,786	6,116	16,225	7,626	5,053	10,220	3,077	3,777	2,256	3,345	281,943
1994	9,412	1,781	1,811	8,908		4,426	8,096	17,107	8,901	10,555	2,417	2,586	2,569	6,848	687	456	571	6,601	3,279	4,357	8,513	2,580	6,198	4,784	7,634	22,304	8,931	25,345	18,117	21,273	25,184	6,141	16,078	8,710	5,336	10,880	3,227	3,931	2,358	3,828	312,720
1995	9,692	1,932	1,762	9,211		4,465	7,865	17,268	8,881	10,951	2,510	2,675	2,732	7,150	689	462	590	7,235	4,016	4,824	8,901	2,631	6,431	4,903	7,749	22,976	9,390	28,188	19,184	23,367	26,716	6,136	16,373	9,180	5,567	11,489	3,370	4,071	2,412	4,071	328,015
1996	9,666	2,117	1,801	9,665		4,692	8,462	17,520	9,063	11,446	2,407	2,699	2,830	7,329	710	496	609	7,284	4,143	4,775	9,262	2,782	6,403	5,020	7,339	23,467	9,723	29,789	19,370	23,841	27,121	6,377	16,774	9,765	5,839	12,247	3,603	4,378	2,443	4,176	337,433
1997	9,942	2,213	1,907	10,071		4,920	8,933	18,171	9,292	11,879	2,455	2,721	2,943	7,646	747	518	634	6,735	3,974	4,736	9,369	2,959	6,788	5,673	7,981	23,832	10,364	31,482	19,874	24,443	28,254	6,490	17,069	11,077	6,136	13,129	3,809	4,669	2,564	4,439	350,838
1998	10,420	2,324	2,038	10,787		5,299	8,945	18,825	9,827	12,495	2,563	2,784	3,304	8,087	781	557	666	7,425	4,111	4,990	9,888	3,225	7,076	6,134	8,578	25,030	10,810	32,863	21,337	24,835	28,947	6,664	17,676	11,737	6,865	13,371	4,105	4,902	2,675	4,661	367,607
1999	10,698	2,427	2,083	11,059		5,522	9,728	19,251	10,291	13,743	2,619	2,724	3,790	8,549	830	582	691	7,916	4,405	5,470	10,392	3,387	7,219	6,479	9,159	24,351	11,179	33,036	21,231	24,024	28,903	6,859	17,960	12,403	7,172	14,093	4,291	5,189	2,724	4,747	377,186
2000	9,982	2,548	2,095	11,107		5,465	10,308	19,444	10,342	12,732	2,370	2,598	3,925	8,557	781	557	709	7,864	4,575	5,905	10,560	3,436	7,547	6,658	9,663	24,258	11,117	34,343	21,165	24,765	29,546	6,925	18,281	12,623	7,368	14,938	4,326	5,257	2,752	4,754	382,126
2001	10,765	2,696	2,139	11,633		5,701	10,030	20,000	10,402	12,934	2,462	2,623	4,158	9,003	809	534	734	8,425	4,716	5,894	10,642	3,632	7,797	7,172	10,281	27,652	11,839	35,415	22,283	25,376	30,533	6,649	19,071	12,632	7,326	15,699	4,555	5,227	2,858	4,837	397,134
2002	12,019	2,746	2,163	11,853		5,709	10,393	20,040	10,615	13,527	2,457	2,766	4,536	9,352	860	577	812	8,376	5,149	6,256	11,306	3,833	7,992	7,715	10,909	28,158	12,473	37,113	22,703	25,945	31,627	6,898	19,736	13,660	7,669	16,247	4,784	5,552	3,024	5,283	412,836
2003	18,087				9,239	5,961	10,553	20,361	11,140	13,650	2,520	2,789	4,365	9,661	888	596	831	8,724	5,422	6,777	11,936	4,163	8,391	8,347	11,355	30,064	12,895	37,969	23,513	26,727	32,707	7,380	20,828	14,258	8,220	17,120	4,907	5,768	3,122	5,263	426,794
2004[3]	21,826				14,781	5,953	10,452	20,251	10,902	13,537	2,556	2,676	4,824	9,601	959	589	865	8,733	5,428	6,803	12,068	4,196	8,699	8,552	11,426	31,591	13,204	39,877	23,422	27,756	33,352	7,748	21,699	14,553	8,796	18,225	5,188	6,255	3,448	5,592	446,383
2005	21,633				14,609	5,706	10,173	19,767	10,294	13,228	2,520	2,602	4,514	9,419	896	555	863	8,369	5,235	6,471	11,812	4,161	8,430	8,495	11,259	31,609	12,487	39,640	23,162	27,254	32,900	7,663	21,598	14,350	8,848	17,973	5,088	5,949	3,242	5,391	438,166
2006	21,676				14,791	5,709	10,210	19,996	10,435	13,168	2,523	2,642	4,369	9,191	894	550	872	8,442	5,285	6,350	11,407	4,140	8,691	8,644	11,554	31,659	12,066	40,381	22,984	26,728	32,807	7,664	21,425	14,463	9,099	18,369	5,204	6,042	3,269	5,377	439,075
2007	21,768				15,445	6,188	10,583	19,933	10,507	13,264	2,784	2,810	4,386	9,126	941	548	891	8,521	5,435	6,459	11,765	4,289	8,969	8,634	12,069	30,515	11,948	41,091	22,606	28,254	33,315	7,728	21,676	14,809	9,225	18,720	5,393	6,097	3,406	5,401	445,530
Average Annual Percent Change																																									
1987-93	2.5	NA	1.3	2.3	NA	(0.3)	1.6	1.5	2.7	0.4	1.3	2.9	1.7	0.5	2.7	2.4	4.1	2.6	5.9	3.4	3.6	4.1	4.7	2.0	5.7	0.3	9.2	NA	6.1	5.9	5.2	2.1	1.7	9.5	4.1	5.3	4.4	1.9	3.2	7.8	3.4
1994-02	3.1	5.6	2.3	3.5	NA	3.2	3.2	2.0	2.2	3.1	0.2	0.8	7.4	4.0	2.8	3.0	4.5	3.0	5.8	4.6	3.6	5.1	3.2	6.2	4.6	3.0	4.3	4.9	2.9	2.5	2.9	1.5	2.6	5.8	4.6	5.1	5.0	4.4	3.2	4.1	3.5
2003-07	4.7	NA	NA	NA	13.7	0.9	0.1	(0.5)	(1.4)	(0.7)	2.5	0.2	(1.5)	(1.4)	1.5	(2.1)	1.8	(0.6)	0.1	(1.2)	(0.4)	0.8	1.7	0.8	1.5	0.4	(1.9)	2.0	(1.0)	1.4	0.5	1.2	1.0	1.0	2.9	2.3	2.4	1.4	2.2	0.5	1.1
1987-07	5.1	NA	NA	NA	NA	1.6	1.9	1.3	1.7	1.2	1.2	1.3	3.2	1.5	2.4	1.6	3.6	2.1	4.5	3.0	2.8	3.9	3.4	3.7	4.2	1.5	3.5	NA	3.2	3.4	3.1	1.8	2.0	6.2	4.3	4.7	4.2	3.0	3.0	4.8	3.3

(1) A toll increase of 40% was implemented on January 2, 1987.
(2) A toll increase of 32% was implemented on June 1, 1991.
(3) A toll increase of 42.5% was implemented on August 1, 2004.
(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, 2006, 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, Warrendale, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from Interchanges 10, 13 and 28 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

Calendar Year	Northeastern Facilities: Keiser Ave	Clarks Summit	Subtotal	Toll 60(3): South Toll 60	Beaver Falls Rte 551	Moravia Rte 168	North Toll 60	Mt Jackson Rte 108	Subtotal	Toll 66(4): Rte 136	AKH Mainline	Route 30	Route 130	Route 66	Subtotal	Mon Fayette: Ramp M4	US	California	Ramp M32	Ramp M44	Ramp M48	US 2	Subtotal	Southern Beltway: Route 30	Bald Knob Rd	Route 22	Subtotal	Total Barrier Facilities
1994	0	2,831	2,831	6,965	271	461	3,915	720	12,357	295	5,754	1,041	822	413	8,925			5,436					5,436					29,544
1995	4,803	5,177	9,980	7,264	310	520	4,130	828	13,061	303	6,411	1,977	873	459	10,021			5,942					5,942					39,004
1996	6,491	6,814	13,305	7,897	334	540	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	1,100	523	12,678			7,314					7,314					49,711
1998	6,461	6,769	13,230	8,724	399	613	5,192	1,313	16,201	437	8,911	3,020	1,123	527	14,018			8,043					8,043					50,092
1999	5,886	5,844	11,630	8,794	370	610	5,298	1,355	16,401	409	8,850	3,105	966	458	13,848			7,312					7,312					49,151
2000	5,527	5,642	11,169	9,003	382	610	5,481	1,454	16,944	478	9,281	3,390	893	455	14,499			8,274					8,274					50,886
2001	5,622	5,847	11,469	9,392	390	682	5,866	1,660	17,943	516	9,613	3,751	1,001	516	15,399	29	1,651	8,437	954				11,050					55,861
2002(1)	6,948	6,169	12,117	9,586			6,021		16,607		10,044				10,044	29	1,726	5,587	1,389				8,669					46,437
2003	6,274	6,492	12,766	9,782			6,176		15,958		10,470				10,470	30	1,794	2,728	1,706			5,689	12,006					51,200
2004(2)	6,719	6,747	13,466	9,821			6,385		16,206		10,858				10,856	29	1,684	9,365	905	730	2,543	6,320	21,789					62,329
2005	6,489	6,510	13,098	9,696			6,812		16,708		11,123				11,123	28	1,973	9,366	888	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	220	117	13,471	32	2,000	9,754	983	750	2,030	7,099	23,602	60	80	533	671	67,765
2007	6,736	6,740	13,476	10,334	454	794	7,524	1,277	20,320	597	12,303	2,089	1,260	990	17,633	31	2,151	10,224	1,030	745	3,213	7,179	24,581	100	203	2,914	3,303	79,370
Average Annual Percent Change																												
1994(5) - 00	2.8	1.7	2.3	4.4	6.0	4.3	6.6	12.4	5.4	8.4	8.3	12.0	1.4	1.6	8.4	NA	NA	7.3	NA	NA	NA	NA	7.3	NA	NA	NA	NA	6.5
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	2.6	3.1	3.7	3.5	5.2	4.5	3.9	5.0	6.0	4.4	3.3	2.0	5.4	NA	NA	5.0	NA	NA	NA	NA	12.3	NA	NA	NA	NA	7.0

Commercial Vehicles

Calendar Year	Northeastern Facilities: Keiser Ave	Clarks Summit	Subtotal	Toll 60(3): South Toll 60	Beaver Falls Rte 551	Moravia Rte 168	North Toll 60	Mt Jackson Rte 108	Subtotal	Toll 66(4): Rte 136	AKH Mainline	Route 30	Route 130	Route 66	Subtotal	Mon Fayette: Ramp M4	US	California	Ramp M32	Ramp M44	Ramp M48	US 2	Subtotal	Southern Beltway: Route 30	Bald Knob Rd	Route 22	Subtotal	Total Barrier Facilities
1994	0	480	480	719	35	38	409	63	1,252	134	908	141	58	60	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	984	39	72	614	86	1,700	109	1,215	172	30	30	1,610	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	190	1,518	250	38	32	2,040	0	0	277	0				277					6,727
1999	938	1,125	2,061	1,203	52	85	793	118	2,311	230	1,552	260	50	29	2,129	0	0	305	0				305					6,806
2000	919	1,118	2,037	1,301	51	93	863	138	2,440	241	1,729	290	67	27	2,380	0	0	345	0				345					7,189
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(1)	905	1,049	1,954	1,332			873		2,204		1,743				1,743	2	135	210	41				395					6,296
2003	918	957	1,875	1,304			870		2,174		1,813				1,813	1	151	84	52			92	382					6,244
2004(2)	938	931	1,869	1,328			911		2,239		1,810				1,810	1	135	314	23	37	197	107	724					6,856
2005	1,092	1,038	2,130	1,353			916		2,269		1,872				1,872	1	150	303	23	34	92	118	697					6,967
2006	1,227	1,112	2,339	1,311			998		2,309	120	1,939	142	17	8	2,226	1	150	321	26	42	64	106	707	2	1	24	26	7,609
2007	1,408	1,162	2,570	1,400	36	90	1,133	98	2,854	211	2,070	290	38	15	2,623	1	140	384	32	45	65	111	779	10	20	210	240	9,074
Average Annual Percent Change																												
1994(5) - 00	3.7	3.5	3.4	10.4	6.5	17.1	13.3	17.3	11.0	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)	0.6	4.0	(4.0)	2.2	(1.9)	2.8	(0.3)	(7.9)	(7.7)	1.6	NA	NA	1.5	NA	NA	NA	NA	12.3	NA	NA	NA	NA	3.4
1994(5) - 07	5.9	1.8	3.4	5.8	0.3	7.8	8.2	4.0	6.6	3.5	6.5	5.7	(3.0)	(10.6)	5.0	NA	NA	4.1	NA	NA	NA	NA	10.0	NA	NA	NA	NA	8.2

Total Vehicles

Calendar Year	Northeastern Facilities: Keiser Ave	Clarks Summit	Subtotal	Toll 60(3): South Toll 60	Beaver Falls Rte 551	Moravia Rte 168	North Toll 60	Mt Jackson Rte 108	Subtotal	Toll 66(4): Rte 136	AKH Mainline	Route 30	Route 130	Route 66	Subtotal	Mon Fayette: Ramp M4	US	California	Ramp M32	Ramp M44	Ramp M48	US 2	Subtotal	Southern Beltway: Route 30	Bald Knob Rd	Route 22	Subtotal	Total Barrier Facilities
1994	0	3,311	3,311	7,684	306	517	4,324	773	13,604	429	6,662	1,782	878	475	10,239	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	878	14,517	462	7,435	2,134	902	485	11,419	0	0	6,190	0	0	0	0	6,190	0	0	0	0	43,826
1996	7,604	8,086	15,690	8,881	373	610	5,228	1,182	16,284	595	8,474	2,363	1,047	531	12,959	0	0	6,994	0	0	0	0	6,994	0	0	0	0	51,018
1997	8,104	8,630	16,734	9,517	380	672	5,645	1,312	17,526	635	9,536	2,696	1,235	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	444	704	5,917	1,402	18,318	655	10,429	3,276	1,161	559	16,059	0	0	8,925	0	0	0	0	8,925	0	0	0	0	56,819
1999	6,622	6,969	13,591	[illegible]	422	695	6,091	[illegible]	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	[illegible]	433	703	6,344	1,592	[illegible]	719	11,012	3,686	960	482	16,853	0	0	8,619	0	0	0	0	8,619	0	0	0	0	58,074
2001	6,514	6,989	13,503	10,749	464	826	6,746	1,797	20,526	750	11,286	4,096	1,076	544	17,752	31	1,770	8,789	984	0	0	0	11,552	0	0	0	0	63,333
2002(1)	8,853	7,219	14,072	10,917	0	0	6,893	0	17,811	0	11,787	0	0	0	11,787	31	1,862	5,896	1,401	0	0	0	9,063	0	0	0	0	52,733
2003	7,192	7,449	14,641	11,086	0	0	7,046	0	18,132	0	12,268	0	0	0	12,268	31	1,945	2,812	1,010	0	0	5,781	12,387	0	0	0	0	57,449
2004(2)	7,657	7,678	15,335	11,149	0	0	7,296	0	18,445	0	12,676	0	0	0	12,676	30	2,020	9,679	929	773	2,649	6,461	22,515	0	0	0	0	68,975
2005	7,581	7,557	15,138	11,249	0	0	7,727	0	18,976	0	12,995	0	0	0	12,995	29	2,116	9,669	891	753	2,872	6,861	23,186	0	0	0	0	70,295
2006	7,800	7,656	15,456	11,165	0	0	8,044	0	19,210	343	13,986	1,003	265	132	15,695	33	2,210	10,075	989	792	2,098	7,206	24,309	62	69	557	696	75,375
2007	8,144	7,903	16,047	11,824	471	851	8,656	1,375	23,180	808	14,378	2,379	1,298	995	20,258	40	2,292	10,608	1,062	792	3,277	7,288	25,360	110	223	3,124	3,611	88,455
Average Annual Percent Change																												
1994(5) - 00	7.9	2.0	2.4	5.8	6.0	5.5	6.4	12.0	6.1	9.0	8.7	12.0	1.5	0.1	8.7	NA	NA	7.3	NA	NA	NA	NA	7.3	NA	NA	NA	NA	10.0
2000 - 07	5.4	2.3	2.8	2.0	1.3	2.8	4.4	(2.1)	2.8	1.7	3.9	(2.1)	4.4	3.1	3.2	NA	NA	3.0	NA	NA	NA	NA	16.7	NA	NA	NA	NA	6.2
1994(5) - 07	3.2	2.2	2.7	3.4	3.4	3.9	5.5	4.5	4.2	5.0	6.1	4.8	3.1	1.7	5.4	NA	NA	4.0	NA	NA	NA	NA	12.2	NA	NA	NA	NA	7.9

(1) 2002 traffic data is not available. It is estimated by averaging 2001 and 2003 traffic data.
(2) New rates became effective Sunday, August 1, 2004. Rates were increased by 42.5%.
(3) Toll 60 ramp counts are not available from 2002 to 2006.
(4) Toll 66 ramp counts are not available from 2002 to 2006.
(5) Average annual growth rate of Northeastern Facilities began in 1995.

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)

Month	Passenger Cars							Commercial Vehicles							Total Vehicles						
	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	12,605	(6.5)	11,970	1.8	12,197	(0.0)	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	12,868	(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	(3.9)	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)	1,836	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	14,047	(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	(1.7)	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	(3.4)	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			12,018	0.0	12,095	(0.0)	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	4.0	11,342		
March	11,220	(2.7)	10,926	1.4	11,077			1,885	(2.2)	1,843	(5.2)	1,747			13,111	(2.8)	12,768	0.4	12,824		
April	11,083	(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	137,674	(2.0)	134,765	0.9	136,010			22,786	(1.7)	22,394	(0.6)	22,253			160,360	(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	1.0	83,290	(2.7)	81,000

PA 43 (Mon Fayette Expressway)

Month	Passenger Cars							Commercial Vehicles							Total Vehicles						
	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	0.1	763	4.5	787	3.7	816	24	0.0	24	20.8	29	24.1	36	734	5.9	777	5.0	816	4.4	852
September	717	0.1	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	7.8	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			16	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)	736		
April	695	3.7	721	5.1	758			20	0.0	20	25.0	25			715	3.6	741	5.7	783		
May	696	7.8	750	(0.1)	749			22	9.1	24	20.8	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

Month	Passenger Cars							Commercial Vehicles							Total Vehicles						
	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	39.0	538	10.8	596	64	15.6	74	17.6	87	(1.1)	86	422	9.2	461	35.6	625	8.1	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	486	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	27.6	736	(1.0)	729
November	326	41.4	461	27.3	587	(0.7)	583	52	38.5	72	6.9	77	(9.1)	70	378	41.0	533	24.6	664	(1.7)	653
December	320	43.1	458	26.4	579			45	35.6	61	3.3	63			365	42.2	519	23.7	642		
January	303	38.0	418	29.7	542			40	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	9.6	521	(1.9)	511	2,457	30.8	3,214	23.7	3,975	5.6	4,196

Northeast Extension Barrier Plazas Only

Month	Passenger Cars							Commercial Vehicles							Total Vehicles						
	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			339	(1.8)	333	4.8	349		
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	4,663	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

Month	Passenger Cars							Commercial Vehicles							Total Vehicles						
	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)	634	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	25.7	650	(2.9)	631	74	(2.7)	72	23.6	89	10.1	98	581	1.4	589	25.8	739	(1.4)	729
October	519	2.9	534	25.1	668	(1.8)	656	71	4.2	74	33.8	99	(2.0)	97	590	3.1	608	26.2	767	(1.8)	753
November	501	1.2	507	21.5	616	(3.7)	593	64	3.1	66	28.8	85	(11.8)	75	565	1.4	573	22.3	701	(4.7)	668
December	492	3.9	511	16.3	589			57	7.0	61	14.8	70			549	4.2	572	15.2	659		
January	449	0.9	453	20.3	545			58	10.3	64	26.6	81			507	2.0	517	21.1	626		
February	428	2.8	440	18.0	519			54	11.1	60	26.7	76			482	3.7	500	19.0	595		
March	499	17.8	588	1.4	596			67	14.9	77	5.2	81			566	17.5	665	1.8	677		
April	498	19.7	596	4.7	624			68	20.6	82	17.1	96			566	19.8	678	6.2	720		
May	521	24.6	649	0.9	655			78	29.5	101	(2.0)	99			599	25.2	750	0.5	754		
Total Year	6,129	5.4	6,460	16.6	7,533			823	8.4	892	19.6	1,067			6,952	5.8	7,352	17.0	8,600		
June-Nov	3,242	(0.6)	3,223	24.3	4,005	(1.8)	3,929	441	1.4	447	26.2	564	1.6	573	3,683	(0.4)	3,670	24.5	4,569	(1.5)	4,502

Total Transactions

Month	Passenger Cars							Commercial Vehicles							Total Vehicles						
	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	14,403	(4.3)	13,789	4.0	14,336	(2.6)	13,964	2,339	(3.3)	2,263	1.0	2,285	(4.2)	2,190	16,832	(4.7)	16,048	3.6	16,621	(2.8)	16,154
July	14,945	(5.1)	14,180	3.5	14,671	0.1	14,685	2,198	(3.4)	2,124	4.7	2,223	1.6	2,259	17,143	(4.9)	16,304	3.6	16,894	0.3	16,944
August	15,024	(2.5)	14,655	4.8	15,359	(0.8)	15,234	2,377	(0.8)	2,358	1.2	2,386	(7.4)	2,210	17,401	(2.2)	17,013	4.3	17,745	(1.7)	17,444
September	13,355	0.4	13,415	3.3	13,853	(2.8)	13,464	2,233	(4.4)	2,135	(0.6)	2,122	0.6	2,134	15,588	(0.2)	15,550	2.7	15,975	(2.4)	15,598
October	13,694	2.3	14,015	3.8	14,549	(0.7)	14,450	2,224	0.8	2,241	4.7	2,347	(5.8)	2,211	15,918	2.1	16,256	3.9	16,896	(1.4)	16,661
November	13,306	0.4	13,361	1.5	13,565	(1.8)	13,319	2,085	(2.0)	2,044	0.4	2,053	(12.3)	1,800	15,391	0.1	15,405	1.4	15,618	(3.2)	15,119
December	12,886	2.0	13,141	(2.8)	12,777			1,962	(4.0)	1,884	(2.5)	1,836			14,848	1.2	15,025	(2.7)	14,613		
January	12,018	1.2	12,168	2.0	12,410			1,847	6.6	1,969	0.6	1,980			13,865	2.0	14,137	1.8	14,390		
February	11,174	(2.5)	10,896	7.5	11,715			1,739	3.9	1,806	2.4	1,850			12,910	(1.6)	12,702	6.8	13,565		
March	13,094	(0.3)	13,050	2.0	13,310			2,091	(0.3)	2,084	(4.7)	1,986			15,185	(0.3)	15,144	1.0	15,302		
April	12,991	1.8	13,221	1.7	13,451			1,991	3.9	2,069	5.3	2,179			14,982	2.1	15,290	2.2	15,630		
May	13,616	4.4	14,211	(0.8)	14,095			2,224	5.1	2,338	(5.6)	2,208			15,838	4.5	16,549	(1.5)	16,303		
Total Year	160,591	(0.3)	160,108	2.5	164,097			25,310	0.0	25,315	0.6	25,455			185,901	(0.3)	185,423	2.2	189,552		
June-Nov	84,817	(1.7)	83,411	3.5	86,320	(1.4)	85,116	13,456	(2.2)	13,165	1.9	13,416	(4.6)	12,804	98,273	(1.7)	96,576	3.3	99,749	(1.8)	97,920

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)	29,264	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)	53,088
August	30,410	(1.2)	30,032	5.4	31,655	(2.2)	30,972	24,617	4.2	25,642	1.8	26,055	(10.0)	23,439	55,027	1.2	55,674	3.7	57,710	(5.7)	54,411
September	25,148	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	22,847	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			45,928	1.3	46,538	(3.8)	44,757		
January	21,621	(0.9)	21,434	(1.2)	21,182			21,618	4.7	22,636	1.3	22,929			43,239	1.9	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	21,728	3.4	22,466	6.7	23,981			26,057	(0.3)	25,983	(0.3)	23,568			47,785	1.4	48,449	(1.9)	47,549		
May	26,202	3.5	27,118	(1.5)	26,706			24,536	4.2	25,559	(7.7)	23,597			50,738	3.8	52,677	(4.5)	50,303		
Total Year	$304,202	(0.0)	$304,052	1.1	$307,298			$279,635	2.0	$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	1.3	$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	2.0	538	3.7	558	4.5	583	51	2.0	52	19.2	62	29.0	80	574	2.8	590	5.1	620	6.9	663
August	554	6.0	585	3.9	608	3.5	629	55	1.8	56	12.6	63	25.4	79	609	5.3	641	4.7	671	5.5	708
September	556	6.5	592	1.4	600	4.2	625	49	2.0	50	10.0	55	38.4	76	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	26.3	48			513	0.8	517	10.3	570		
March	538	4.8	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	545	6.8	578	0.3	580			52	7.7	56	17.9	66			598	6.9	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

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	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	328	33.1	434	18.9	516	(0.6)	513	146	29.1	191	7.3	205	(9.8)	185	474	31.9	625	15.4	721	(3.2)	698
December	319	34.5	429	18.2	507			120	26.9	165	3.0	170			440	32.3	594	14.0	677		
January	302	29.5	391	21.5	475			135	28.1	173	12.1	194			437	29.1	564	18.8	669		
February	267	29.2	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	(1.8)	$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	(4.9)	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	4.6	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	218	(10.6)	195			363	9.4	397	(6.3)	372		
April	192	5.2	202	(1.5)	199			191	16.2	222	5.4	234			383	10.7	424	2.1	433		
May	205	9.7	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	7.6	$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	(0.6)	$2,693

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	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	171	10.5	189	513	1.2	519	18.7	616	0.8	621
October	368	3.0	377	21.2	457	(1.5)	450	150	6.0	159	20.1	191	(2.1)	187	518	3.9	536	20.0	648	(1.7)	637
November	352	2.3	360	17.2	422	(3.6)	406	136	4.4	142	10.0	166	(12.7)	145	488	2.9	502	17.1	588	(6.3)	551
December	346	5.2	364	10.2	401			120	9.6	135	0.7	136			466	6.4	499	7.4	537		
January	316	1.9	322	16.6	375			128	11.7	143	12.6	161			444	4.7	465	15.9	536		
February	303	1.0	307	16.5	353			120	10.0	132	14.4	151			423	3.8	439	14.8	504		
March	351	14.6	402	1.0	406			149	12.8	168	(3.6)	162			500	14.0	570	(0.4)	568		
April	352	15.3	406	4.9	426			142	24.6	177	7.3	190			494	18.0	583	5.7	616		
May	369	20.3	444	0.9	448			165	29.1	213	(11.3)	189			534	23.0	657	(3.0)	637		
Total Year	$4,317	4.8	$4,524	13.8	$5,148			$1,744	10.0	$1,918	9.1	$2,093			$6,061	6.3	$6,442	12.4	$7,241		
June-Nov	$2,283	0.0	$2,283	20.1	$2,741	(1.8)	$2,691	$918	3.5	$950	16.2	$1,104	(0.3)	$1,101	$3,201	1.0	$3,233	18.9	$3,845	(1.4)	$3,792

Total Revenues

	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	$29,653	(1.8)	$29,126	4.3	$30,368	(5.0)	$28,855	$24,700	3.6	$25,591	(0.6)	$25,440	(5.5)	$24,035	$54,353	0.3	$54,717	2.0	$55,808	(5.2)	$52,890
July	32,510	(3.2)	31,473	0.8	31,716	(1.9)	31,106	23,028	1.8	23,447	6.2	24,897	(1.3)	24,570	55,538	(1.1)	54,920	3.1	56,613	(1.7)	55,676
August	31,988	(0.8)	31,729	5.7	33,541	(1.8)	32,936	25,224	4.4	26,339	1.7	26,787	(9.8)	24,171	57,212	1.5	58,068	3.9	60,328	(5.3)	57,107
September	26,595	3.7	27,572	1.5	27,979	(5.4)	26,475	23,763	2.2	24,280	0.4	24,378	(3.5)	23,513	50,358	3.0	51,852	1.0	52,357	(4.5)	49,988
October	27,758	2.0	28,303	(0.1)	28,272	0.4	28,392	24,574	4.2	25,599	3.8	26,573	(8.9)	24,208	52,332	3.0	53,902	1.8	54,845	(4.1)	52,600
November	26,990	2.3	27,618	(0.1)	27,578	(2.4)	26,920	22,966	2.0	23,435	(0.7)	23,280	(15.7)	19,785	49,956	2.2	51,051	(0.4)	50,858	(8.2)	46,705
December	25,442	4.9	26,692	(5.7)	25,175			22,302	(1.8)	21,904	(0.9)	21,710			47,744	1.8	48,596	(3.5)	46,885		
January	22,874	(0.3)	22,800	(0.4)	22,704			22,091	5.0	23,188	1.4	23,522			44,965	2.3	45,988	0.5	46,226		
February	21,117	(7.9)	19,452	8.8	21,156			20,924	9.9	23,000	(4.0)	22,073			42,035	1.0	42,452	1.8	43,229		
March	25,300	(0.9)	25,084	0.7	25,262			24,829	13.2	28,119	(4.7)	26,937			50,129	6.1	53,203	(2.0)	52,199		
April	23,101	4.2	24,071	6.8	25,714			26,506	0.1	26,626	(8.8)	24,272			49,607	2.2	50,697	(1.4)	49,986		
May	27,678	4.2	28,853	(1.2)	28,499			25,140	4.7	26,311	(7.6)	24,314			52,818	4.4	55,164	(4.3)	52,813		
Total Year	$321,269	0.5	$322,781	1.5	$327,762			$286,136	3.0	$294,835	(1.2)	$291,392			$607,405	1.7	$617,616	0.2	$619,154		
June-Nov	[illegible]	0.1	[illegible]	2.0	[illegible]	(2.7)	[illegible]	$144,257	3.1	[illegible]	1.9	[illegible]	(7.4)	[illegible]	[illegible]	1.4	$324,506	1.9	[illegible]	(6.0)	[illegible]

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

		Average Annual Percent Change						
Area		1980 - 90	1990 - 00	2000 - 07	2007 - 10	2010 - 20	2020 - 30	2007 - 30
Pittsburgh Area	(1)	(0.7)	(0.2)	(0.3)	0.3	0.4	0.5	0.4
Interurban Area	(2)	0.6	0.7	0.7	0.7	0.8	0.8	0.8
Philadelphia Area	(3)	0.2	0.4	0.3	0.3	0.4	0.5	0.4
Northeastern Corridor	(4)	0.2	0.2	0.6	0.3	0.4	0.5	0.4
Subtotal		**0.0**	**0.3**	**0.3**	**0.4**	**0.5**	**0.6**	**0.5**
New Jersey		0.5	0.8	0.6	0.8	0.8	0.9	0.8
New York		0.3	0.5	0.3	0.3	0.4	0.4	0.4
Ohio		0.1	0.5	0.2	0.2	0.3	0.4	0.3
Pennsylvania		0.0	0.3	0.3	0.4	0.5	0.6	0.5
West Virginia		(0.9)	0.1	0.1	0.2	0.2	0.4	0.3
Subtotal		**0.2**	**0.5**	**0.3**	**0.4**	**0.4**	**0.5**	**0.5**
United States		0.9	1.2	1.0	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, Lackawana, Lehigh, Luzerne, Northhampton, 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 Unites 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	2007 - 30
Pittsburgh Area	(1)	0.4	0.9	0.5	1.4	1.3	1.1	1.2
Interurban Area	(2)	1.9	1.2	1.0	1.3	1.2	1.1	1.2
Philadelphia Area	(3)	1.3	0.8	0.6	1.1	1.0	0.9	1.0
Northeastern Corridor	(4)	1.1	0.9	0.8	1.2	1.1	1.0	1.1
Subtotal		**1.2**	**0.9**	**0.7**	**1.2**	**1.1**	**1.0**	**1.1**
New Jersey		1.9	0.9	1.1	1.3	1.2	1.0	1.1
New York		1.3	0.6	0.7	0.8	0.8	0.7	0.8
Ohio		1.2	1.5	0.3	1.3	1.2	1.1	1.2
Pennsylvania		1.2	1.0	0.7	1.2	1.1	1.0	1.1
West Virginia		(0.0)	1.3	0.8	1.4	1.3	1.1	1.2
Subtotal		**1.3**	**1.0**	**0.7**	**1.1**	**1.1**	**1.0**	**1.0**
United States		2.0	1.8	1.1	1.6	1.4	1.3	1.4

(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, Northhampton, 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 Unites 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.

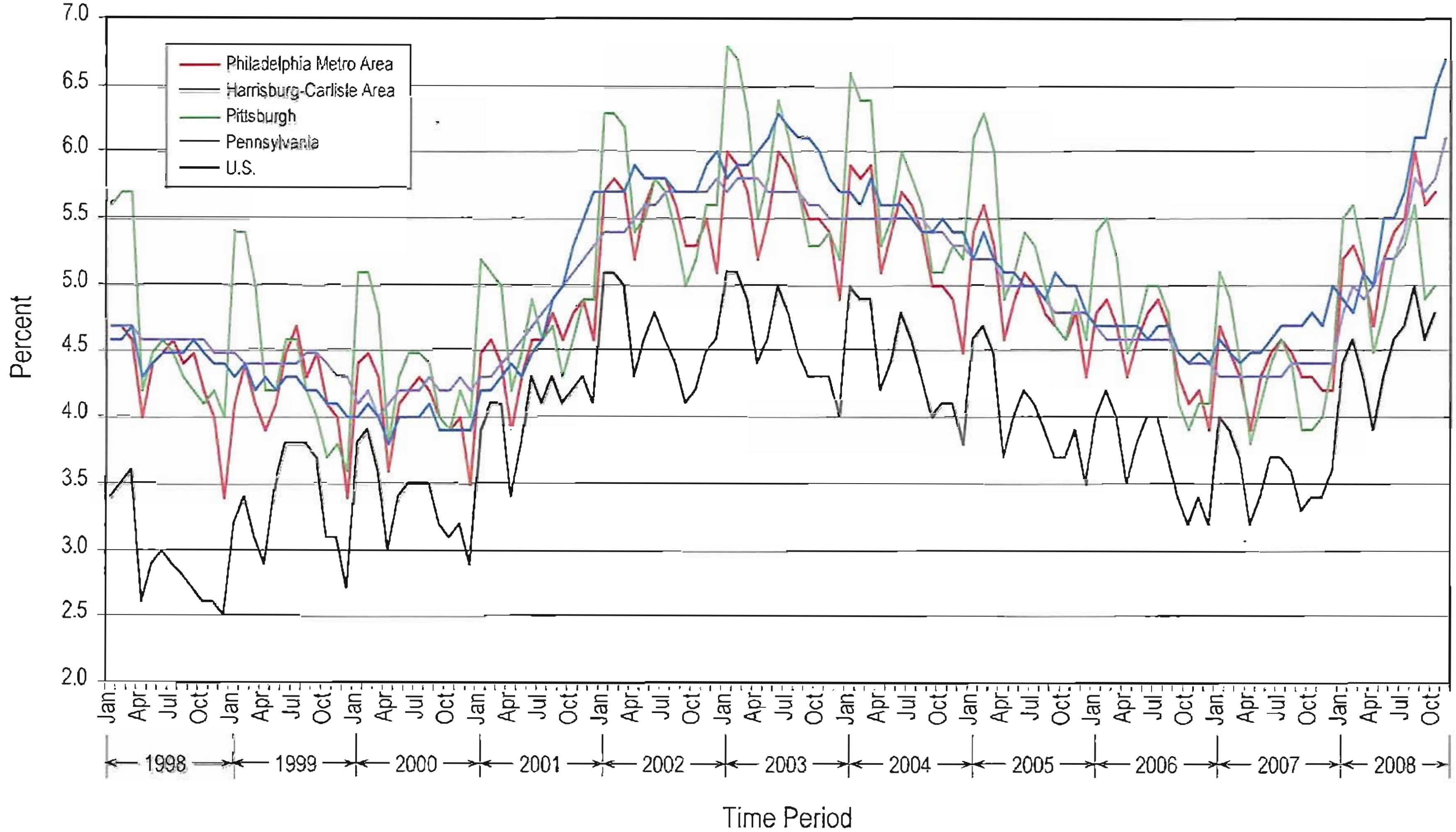
Historically, the Harrisburg-Carlisle area has exhibited the lowest unemployment rates. This is probably a result of state government employment in the state capitol. Unemployment levels for the state, Philadelphia metro area and Pittsburgh have generally tended to vary at, or near, levels for the U.S. 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



WilburSmith ASSOCIATES

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
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, Northhampton, 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

	Average Annual Percent Change						
State	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.

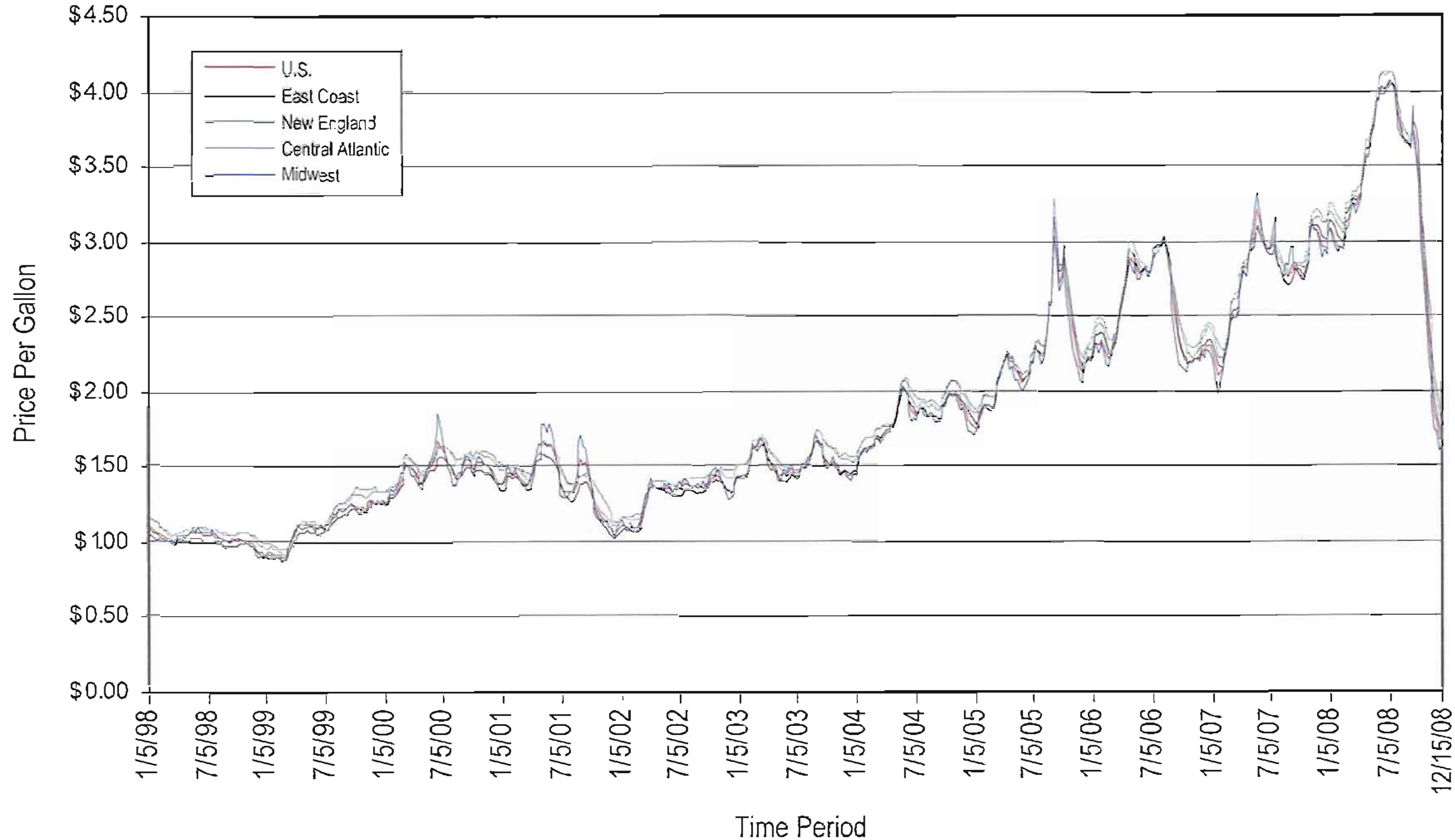
As discussed at the beginning of this section (Socioeconomic Trends and Forecasts), WSA has assumed continued short term negative growth for purposes of developing traffic and revenue forecasts for the Pennsylvania Turnpike. As discussed above, we assume continued negative growth through the middle of 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.



WEEKLY REGULAR UNLEADED GASOLINE PRICES

FIGURE 3

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, Cash (3)	$1.00 Toll, E-ZPass (3)	$2.50 Toll, Cash (3)	$2.50 Toll, E-ZPass (3)	$10.00 Toll, Cash (3)	$10.00 Toll, 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

	Annual Traffic (1,000s)			Annual Gross Revenue (1,000s)			Revenue Discounts and	Adjusted Annual Gross
Fiscal Year	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles	Adjustments (1,000s) (4)	Revenue (1,000s)
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) Passenger Cars	Commercial Vehicles	Total Vehicles	Annual Revenue (1,000s) Passenger Cars	Commercial Vehicles	Total Vehicles	Discounts and Adjustments (1,000s) (4)	Adjusted Annual Gross Revenue (1,000s)
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

	Annual Traffic (1,000s)			Annual Revenue (1,000s)			Discounts and	Adjusted Annual Gross
Fiscal Year	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles	Adjustments (1,000s) (4)	Revenue (1,000s)
2007-08 (1)	164,097	25,455	189,652	$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	259,786	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.

* * *

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,

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March 30, 2010

Mr. Nikolaus Grieshaber
Chief Financial Officer
Pennsylvania Turnpike Commission
700 South Eisenhower Boulevard
Middletown, PA 17057

Re: Pennsylvania Turnpike 2010 Traffic and Toll Revenue Bring Down Letter

Dear Mr. Grieshaber:

It is our understanding that the Pennsylvania Turnpike Commission (PTC) will be going to the bond market in the next few months in order to support the Turnpike's ongoing capital improvement program and other funding requirements. Wilbur Smith Associates (WSA) developed a detailed Traffic and Toll Revenue Update Study for PTC dated January 6, 2009. Several significant events have occurred since the development of WSA's prior forecasts. Toll rate increases of 25 percent in January 2009 and three percent in January 2010, as well as the continuing effects of the recent economic recession, have all occurred in the period since WSA's last update. The purpose of this Bring Down Letter is to provide an update of Turnpike System traffic and toll revenue trends since the January 2009 study, review actual versus estimated traffic and revenue over that period, and to provide updated forecasts of Turnpike traffic and toll revenue.

The forecast period in this update is extended to FY 2034-35 (the forecast period in the January 2009 study ended in FY 2030-31). Consistent with the January 2009 analysis, and the actual January 2010 increase, it is assumed that an annual three percent toll rate increase would be implemented on or around January 1 of each year.

While this Bring Down Letter provides details on the Turnpike System, the original January 2009 report should be consulted for a detailed summary and review of socioeconomic trends and forecasts for the state, region and country. Additional information regarding the Turnpike, such as historical toll rate increases, sample toll rates, E-ZPass market share, and more, are also provided in the January 2009 report. The underlying economic assumptions in that report remain unchanged from this point forward regarding the assumed length and severity of the economic downturn. The purpose of this analysis is to update the forecast to reflect the most current actual traffic and toll revenue experience and to make any necessary short term adjustments to the forecasts based on that experience.

TICKET SYSTEM TRAFFIC TRENDS BETWEEN 1990 AND 2009

Table 1 identifies average annual daily traffic trends for each of the ticket system locations between 1990 and 2009. 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 are shown for various periods. Relatively strong growth was experienced during the first decade (1990-2000) where total passenger car traffic grew at an annual rate of 3.2 percent. The second decade of this trend period has shown much more moderate annual growth at 1.4 percent. This is particularly affected by the most recent four year period (2005-2009) when annual growth averaged just 0.1 percent. This is clearly the result of the recent economic downturn that has affected Pennsylvania as well as the rest of the country. Overall passenger car growth between 1990 and 2009 has averaged 2.4 percent, including the impacts of the most recent downturn. It should also be noted that three toll increases have occurred over the time frame shown in Table 1. Rate increases were implemented in 1991 (32 percent), 2004 (43 percent) and 2009 (25 percent). These have had some negative impact on traffic levels over time, though as will be discussed in more detail below, the more recent impacts of the economic recession have been greater than impacts associated with the most recent toll increases.

The second portion of Table 1 shows commercial vehicle historical traffic trends on the ticket system. As with passenger cars, the strongest period of growth for commercial vehicles has been between 1990 and 2000. Commercial traffic increased at a 3.6 percent annual rate over that period. Over the most recent nine year period (2000-2009) traffic grew at an annual rate of 1.1 percent. This is heavily influenced by the negative 2.6 percent annual growth between 2005 and 2009 when commercial activity was particularly hard hit by the economic recession plus toll increase related impacts. Still, over the entire historical period shown, commercial traffic has increased at an average annual rate of 2.4 percent.

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.

BARRIER SYSTEM TRAFFIC TRENDS BETWEEN 1994 AND 2009

Table 2 identifies average annual daily traffic trends for each of the Turnpike barrier systems. 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.

Recent Monthly Traffic and Revenue Trends

Table 3 provides monthly traffic volumes on all facilities for FY 2005-06 through February FY 2009-10. 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 generally lower growth compared to the barrier locations. The effects of the current negative economic climate are clearly shown in this data. What is especially clear, however, is that the biggest decline was between FY 2007-08 and FY 2008-09. During that period, total passenger car transactions declined by 0.9 percent and commercial vehicle traffic declined by 7.4 percent. It should be pointed out that the January 2009 twenty-five percent toll increase most likely negatively impacted traffic during this period, but the biggest impact was due to the general economic climate.

Transaction data for the most recent period, FY 2009-10, is shown for the period June through February. Subtotals for this period are also shown for each fiscal year. Traffic trends for the most recent period (FY 2009-10 over FY 2008-09) show a clear improvement in Turnpike activity. Total passenger car transactions are essentially unchanged over this period and commercial vehicle activity is down by a more modest 5.5 percent. Even more encouraging is that the last four months of data for commercial vehicles have shown much improved activity. Over this period (November-February) commercial activity is negative by an average of only 2.4 percent. It should be pointed out that car and truck travel demand was negatively impacted by two particularly severe winter storms in February 2010. Normal, unimpacted, traffic volumes in February 2010 would have been much higher than those shown absent the effects of February's inclement weather.

Figure 1 provides another perspective to recent traffic trends on the Pennsylvania Turnpike by comparing its experience with those of other toll facilities around the country. Monthly passenger car and commercial vehicle traffic trends are shown for the last three full calendar years for the Pennsylvania Turnpike, Oklahoma Turnpike, New Jersey Turnpike, and Illinois Tollway.

Two features are especially prominent in this figure. First are the nearly identical patterns exhibited by commercial vehicles over the last two years. Most show a peaking in negative impact by late 2008 or early 2009, with peak declines approaching 15 percent. Since then, the negative impacts have been in decline, such that during the last quarter of 2009, most facilities show negative growth as less than three percent, or even slightly positive as in the case of the Illinois Tollway. As shown in Table 3, the positive growth trend in passenger-car volumes and the smaller reductions in commercial vehicle trips are continuing on the Pennsylvania Turnpike in the current fiscal year. As recently as January 2010, passenger traffic was up by 2.4 percent and commercial traffic down by only 1.8 percent over the same month in 2009. February data does show relatively large negative growth, but, as explained above, this was heavily influenced by multiple snow storms during that period.

The second interesting feature of these graphs is that two of the facilities had toll increases near the beginning of the economic downturn (Pennsylvania Turnpike and New Jersey Turnpike) and two did not (Oklahoma Turnpike and Illinois Tollway). Yet, the overall patterns of growth are nearly identical (especially for commercial vehicles) among all four facilities. This would indicate that the impact of the rate increases have been minimal and totally eclipsed by the impact of the economic downturn.

Monthly gross toll revenue trends over the same time period are shown in Table 4 for each toll facility. The effects of the January 2009 twenty-five percent toll increase are clearly evident in this data. Passenger car revenue growth generally ranges between 20 percent and 30 percent in calendar year 2009 over calendar year 2008. Though positive, commercial vehicle toll revenue growth over the same period was much lower due to the larger negative traffic impacts resulting from the economic downturn. The improving picture for commercial vehicles, however, is evident by the increasingly large revenue growth throughout calendar year 2009. January 2009 commercial vehicle toll revenue was only 0.6 percent greater than January 2008 revenue. Those percents progressively increase through December, when commercial revenue growth in 2009 was 17.6 percent greater than in 2008. On a Systemwide basis, total toll revenue increased by 3.1 percent in FY 2008-09 over FY 2007-08, including a five month impact of the January 2009 toll increase. Thus far in FY 2009-10 (through February) total toll revenue has increased by 15.0 percent over the previous fiscal year. This includes seven month's impact of the 25 percent toll increase and two months (January and February) of the three percent toll increase that was implemented in January 2010.

ACTUAL VERSUS ESTIMATED TRAFFIC AND TOLL REVENUE

Table 5 provides a comparison of actual traffic and toll revenue versus estimated traffic and toll revenue from WSA's January 2009 Study. The analysis period in this table is from December 2008 through February 2010. This 15 month period corresponds to the period for which actual data currently exists, but was estimated at the time of the last study.

In general, the effect of the economic downturn has not affected passenger car traffic as much as originally estimated. Total actual passenger car traffic was about 2.6 percent greater than estimated, while actual toll revenue outpaced WSA estimates by 5.3 percent. Most of the differences fall within a relatively narrow range, with the exception being for PA 43. Here, actual experience was 6.7 percent greater than WSA estimates. This is because a significant capital improvement was completed during this period. A four-lane, limited access extension over ten miles in length was constructed at the southern terminus of this corridor. While not tolled, it significantly improves access to PA 43. WSA underestimated the positive impact of this improvement in the January 2009 Study.

As shown in Table 5, actual passenger car toll revenue exceeded WSA estimates by 5.3 percent. Again, the impact of the limited access extension at PA 43 resulted in the largest difference between actual and forecasted revenue, with actual experience outperforming WSA estimates by 6.4 percent.

With the exception of PA 43 (for reasons explained above) actual commercial vehicle experience underperformed WSA estimates on all sections of the Turnpike. On a traffic basis, the worst performer was PA 60, which was nearly 10 percent under WSA estimates. Overall, however, commercial traffic was just 2.1 percent below WSA estimates. The fact that commercial vehicle revenue was down by 7.8 percent on the ticket system, versus only 2.1 percent on a traffic basis, indicates that the effect of the economic downturn affected longer distance (higher paying) trips much more than shorter distance (lower paying) trips. In addition, the average weight classification (and thus toll rate) has shifted downward slightly in calendar year 2009 compared to 2008. Class 2 and 3 vehicles now make up a slightly greater proportion of commercial vehicles and Classes 4-8 make up a slightly lower proportion.

This has resulted in slightly less toll revenue per vehicle being collected. Total commercial vehicle toll revenue underperformed WSA estimates by 7.6 percent.

The over performance of passenger car activity and the underperformance of commercial vehicle activity nearly cancel each other out on a total Systemwide basis. For all vehicles combined, actual traffic experience outperformed WSA estimates by 2.0 percent, with actual toll revenue experience underperforming WSA estimates by 0.6 percent.

Updated Near and Long Term Growth Estimates

The comparison of WSA's recent estimates with actual experience (shown in the previous section) helped to fine tune the near term forecasts for passenger cars and commercial vehicles. Compared to the January 2009 forecast, passenger vehicle growth was increased slightly and commercial vehicle growth was decreased slightly. It must be remembered that while the impact of the economic downturn has been especially severe for commercial vehicles, the last four months of actual data have shown dramatic improvement and are essentially back to growth levels that were previously assumed. Longer term growth estimates, beyond 2012, remain unchanged from the assumptions in WSA's January 2009 Study.

Table 6 provides a comparison of actual (2008 and 2009) and estimated (2010 through 2014) growth in gross domestic product (GDP) and updated traffic growth forecasts. As shown, GDP is projected to spike in 2012 to 5.0 percent. It is important to note (as footnoted in this table) that the Turnpike traffic growth estimates are on a fiscal year basis, such that 2008 reflects the growth in traffic in FY 2007-08. The first WSA estimate year is for FY 2009-10; as shown traffic is still estimated to show a decline of 0.5 percent compared to the previous year. A slight improvement to positive 1.3 percent traffic growth is forecast for FY 2010-11. The 3.8 percent growth in FY 2011-12 reflects both normal growth plus a "bump" in growth due to recovery from the several years of low to negative growth. Beyond FY 2013-14, average Turnpike traffic growth is estimated to average about 2 percent growth; again, this is consistent with assumptions in the January 2009 study.

Estimated Traffic and Gross Toll Revenue

Traffic and toll revenue forecasts for the Pennsylvania Turnpike were refined and extended through FY 2034-35. Consistent with WSA's January 2009 Study, annual rates adjustments of 3 percent were assumed to be implemented on, or about, January 1st of each year.

Table 7 shows the traffic and toll revenue for only the ticket system, assuming 3 percent annual toll increases. FY 2007-08 and FY 2008-09 reflect actual data and FY 2009-10 includes actual data through February 2010. Total toll transactions increase from 158.3 million to 256.2 million over the forecast period, an average annual increase of 1.8 percent. Gross toll revenue increases from $590.8 million to nearly $2.5 billion by FY 2034-35. This amounts to an average annual increase of 5.4 percent, reflecting the impact of normal growth plus the annual rates adjustments and the 25 percent toll increase in January 2009.

The same information is shown for the barrier toll systems in Table 8. Compared to the ticket system, total annual toll transactions are estimated to grow at a slightly higher average annual rate, averaging 3.0 percent over the period shown. Total barrier revenue increases at an annual rate of 6.7 percent. In FY

2007-08 barrier revenue amounts to about 4.6 percent of total Systemwide toll revenue. By FY 2034-35 that percent has increased slightly to about 6.2 percent due to the higher growth rates.

Table 9 identifies total combined gross toll revenue and also factors in estimated toll discounts and adjustments. The vast majority of the discounts and adjustments results from commercial account toll adjustments due to the Turnpike's volume discount program. The final column in Table 9 shows total adjusted annual gross toll revenue. As shown, total adjusted gross toll revenue is estimated to grow from approximately $598.9 million in FY 2007-08 to nearly $2.6 billion by FY 2034-35. This reflects an average annual growth rate in gross toll revenue of 5.5 percent. Again, this includes the impact of normal growth, annual three percent toll adjustments and the January 2009 twenty-five percent toll increase. The net impact of including the most recent traffic and revenue experience and short term growth adjustments is that total estimated toll revenue is about 1 percent lower than the estimates developed as part of the January 2009 Study.

*   *   *

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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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Table 1

Summary of Annual Ticket System and Gateway Average Daily Transaction Trends

Pennsylvania Turnpike System

Passenger Cars By Interchange (Milepost)

Calendar Year	2[4]	10[5]	13[5]	26[5]	30[5]	39	48	57	67	75	91	110	146	161	180	189	201	226	236	242	247	266	286	298
1990	6,812		1,625	7,383		4,016	7,182	15,577	7,758	7,922	2,099	1,933	1,955	5,593	573	354	420	4,328	2,612	4,035	7,129	2,179	4,607	3,958
1991[1]	6,673		1,740	7,414		4,019	7,196	15,621	7,674	7,765	2,126	1,944	1,943	5,407	570	358	430	4,333	2,672	3,974	7,164	2,212	4,750	4,001
1992	6,916		1,654	7,445		4,013	7,196	15,624	7,971	7,629	2,149	1,949	1,927	5,214	566	362	439	4,327	2,726	3,905	7,162	2,241	4,887	4,035
1993	6,999		1,581	7,519		4,029	7,235	15,714	8,113	7,519	2,165	1,966	1,922	5,057	566	368	451	4,346	2,797	3,858	7,241	2,282	5,056	4,092
1994	7,064	1,556	1,507	7,574		4,035	7,257	15,763	8,236	7,391	2,216	1,976	1,912	4,693	564	373	462	4,354	2,862	3,802	7,262	2,319	5,220	4,139
1995	7,288	1,691	1,488	7,819		4,053	7,045	15,887	8,226	7,651	2,311	2,024	2,038	5,109	569	361	477	4,675	3,499	4,186	7,608	2,363	5,453	4,224
1996	7,292	1,836	1,516	8,232		4,279	7,602	16,101	8,396	8,046	2,212	2,025	2,135	5,214	588	407	500	4,665	3,665	4,146	7,989	2,500	5,490	4,330
1997	7,496	1,911	1,604	8,669		4,463	8,084	16,700	8,586	8,331	2,253	2,030	2,222	5,438	617	426	521	4,281	3,495	4,080	7,991	2,643	5,729	4,644
1998	7,815	2,010	1,743	9,211		4,627	7,962	17,291	9,062	8,706	2,352	2,059	2,479	5,697	643	482	549	4,626	3,641	4,295	8,409	2,867	6,041	5,253
1999	7,650	2,064	1,759	9,389		5,003	8,688	17,626	9,461	9,684	2,361	1,916	2,726	5,838	673	460	587	4,868	3,869	4,699	8,818	2,987	6,096	5,513
2000	7,333	2,164	1,771	9,399		4,939	9,251	17,782	9,533	8,694	2,142	1,648	2,760	5,828	630	453	574	4,792	4,039	5,103	9,004	3,037	6,242	5,661
2001	8,056	2,302	1,824	9,940		5,160	8,998	18,337	9,593	8,868	2,238	1,911	2,960	6,331	661	436	591	5,304	4,172	5,081	9,125	3,214	6,472	6,187
2002	9,062	2,344	1,660	10,183		5,196	9,366	18,436	9,789	9,368	2,204	2,031	3,225	6,599	700	477	661	5,180	4,580	5,400	9,739	3,381	6,655	6,662
2003	13,628				7,374	5,446	9,505	16,770	10,303	9,394	2,253	2,061	3,290	6,820	715	488	670	5,365	4,604	5,781	10,217	3,663	6,954	7,201
2004[2]	16,379				11,585	5,417	9,377	16,598	10,054	9,191	2,239	1,946	3,370	6,713	761	483	679	5,262	4,796	5,734	10,256	3,695	7,207	7,359
2005	15,873				11,269	5,154	9,101	18,087	9,437	8,880	2,257	1,692	3,163	6,517	691	448	649	4,939	4,567	5,352	9,917	3,643	6,969	7,335
2006	16,366				11,419	5,181	9,129	16,290	9,582	6,779	2,237	1,927	3,037	8,356	676	443	658	4,959	4,562	5,196	9,553	3,602	7,185	7,457
2007	16,385				11,940	5,613	9,406	16,198	9,614	8,806	2,478	2,067	3,059	6,216	711	440	662	4,973	4,661	5,265	9,902	3,740	7,397	7,446
2008	16,192				12,058	5,627	9,226	16,305	9,068	8,522	2,395	2,119	2,994	6,005	675	426	614	4,736	4,507	6,068	10,073	3,577	7,080	7,446
2009[3]	16,882				12,232	5,495	9,087	18,063	8,674	8,433	2,351	2,104	2,972	6,356	655	409	603	4,626	4,470	5,694	9,952	3,464	6,910	7,176
Average Annual Percent Change																								
1990-00	0.7	NA	(0.3)	2.5	NA	2.1	2.6	1.3	2.1	0.6	0.2	(0.4)	3.5	0.4	1.0	2.5	3.2	1.0	4.5	2.4	2.4	3.4	3.1	3.6
2000-09	9.7	NA	NA	NA	NA	1.2	(0.2)	0.2	(1.0)	(0.2)	1.0	1.4	0.8	1.0	0.4	(1.1)	0.5	(0.4)	1.1	1.6	1.1	1.5	1.1	2.7
2005-09	1.6	NA	NA	NA	2.1	1.6	(0.0)	(0.0)	(2.1)	(1.3)	1.0	2.7	(1.5)	(0.6)	(1.3)	(2.3)	(1.8)	(1.8)	(0.5)	2.4	0.1	(1.1)	(0.2)	(0.5)
1990-09	4.9	NA	NA	NA	NA	1.7	1.2	0.8	0.6	0.3	0.6	0.4	2.2	0.7	0.7	0.6	1.9	0.4	2.9	2.0	1.8	2.5	2.2	3.2

Calendar Year	312	326	333	20	339	340	343	351	358	359	31	44	56	74	95	105	115	Total
1990	6,279	23,946	13,551		13,691		16,874	21,292	5,066	14,168	4,528	3,927	7,290	2,433	2,931	1,667	1,778	239,874
1991[1]	6,439	22,920	12,073		14,473		17,576	21,666	5,065	14,113	5,191	4,141	7,764	2,551	3,020	1,970	2,018	241,388
1992	6,587	21,681	10,730		15,262		18,267	21,995	5,050	14,026	5,936	4,358	8,248	2,889	3,105	2,053	2,286	242,810
1993	6,775	21,009	9,592		16,186		19,100	22,458	5,065	14,019	6,826	4,615	8,611	2,609	3,211	2,152	2,606	246,130
1994	6,950	20,122	6,553	22,910	17,125		19,926	22,876	5,088	13,979	7,830	4,677	9,387	2,949	3,313	2,250	2,965	273,839
1995	7,070	20,707	8,975	25,589	18,179		21,963	24,361	5,024	14,248	6,256	5,087	9,907	3,059	3,397	2,305	3,170	287,342
1996	6,723	21,092	9,296	26,959	16,335		22,370	24,750	5,215	14,595	6,760	5,344	10,534	3,261	3,603	2,329	3,232	295,564
1997	7,311	21,337	9,912	26,430	18,812		22,902	25,685	5,291	14,829	9,980	5,595	11,218	3,452	3,832	2,442	3,401	306,765
1998	7,838	22,380	10,337	29,605	20,185		23,207	26,256	5,422	15,312	10,594	6,250	11,290	3,709	4,003	2,550	3,546	320,488
1999	8,361	21,643	10,665	29,626	20,031		22,397	26,089	5,476	15,450	11,167	6,526	11,643	3,885	4,150	2,593	3,567	326,504
2000	8,624	21,531	10,585	30,770	19,967		23,085	26,665	5,373	15,585	11,381	6,690	12,556	3,897	4,144	2,611	3,592	330,117
2001	9,437	24,764	11,335	31,945	21,056		23,753	27,653	5,317	16,349	11,430	6,893	13,363	4,137	4,151	2,716	3,697	345,595
2002	10,008	25,264	11,801	33,408	21,380	998	24,197	28,556	5,478	16,785	12,411	6,981	13,605	4,323	4,413	2,859	4,042	358,916
2003	10,421	26,928	12,297	34,130	22,140	1,316	24,850	29,503	5,755	17,532	12,939	7,376	14,526	4,442	4,599	2,946	4,013	369,305
2004[2]	10,455	28,231	12,586	35,753	22,015	1,541	25,716	30,064	6,011	18,086	13,188	7,926	15,392	4,691	5,020	3,243	4,256	383,734
2005	10,291	28,201	11,881	35,452	21,709	1,570	25,152	29,563	5,658	17,644	12,941	7,950	15,064	4,562	4,722	3,033	4,051	374,397
2006	10,558	28,173	11,455	36,060	21,581	1,581	24,609	29,433	5,654	17,635	13,034	8,149	15,316	4,657	4,750	3,060	4,047	374,969
2007	11,011	27,069	11,312	38,659	21,203	1,537	26,054	29,917	5,917	17,727	13,304	8,235	15,581	4,796	4,761	3,188	4,043	379,734
2008	10,635	26,975	11,648	35,516	20,312	1,521	25,277	29,315	5,984	17,274	13,369	8,313	14,950	4,611	4,709	3,082	4,128	375,695
2009[3]	10,234	27,783	11,904	34,961	20,989	1,370	25,165	29,196	5,767	16,943	13,431	8,399	15,339	4,723	5,021	3,232	4,289	375,594
Average Annual Percent Change																		
1990-00	3.5	(1.1)	(2.4)	NA	3.6	NA	3.2	2.3	0.6	0.9	9.7	5.5	5.6	4.8	3.5	3.3	7.3	3.2
2000-09	1.7	2.9	1.3	1.4	0.6	NA	1.0	1.0	0.8	0.9	1.9	2.6	2.2	2.2	2.2	2.4	2.0	1.4
2005-09	(0.1)	(0.4)	0.1	(0.3)	(0.6)	(3.3)	0.0	(0.3)	(0.4)	(1.3)	0.9	1.4	0.5	0.9	1.5	1.6	1.4	0.1
1990-09	2.6	0.6	(0.7)	NA	2.3	NA	2.1	1.7	0.7	0.9	5.9	4.1	4.0	3.6	2.9	2.9	4.7	2.4

Commercial Vehicles By Interchange (Milepost)

Calendar Year	2[4]	10[5]	13[5]	26[5]	30[5]	39	48	57	67	75	91	110	146	161	180	189	201	226	236	242	247	266	286	298
1990	2,379		404	1,385		390	880	1,314	664	3,337	207	676	636	1,694	107	105	112	2,340	349	520	1,143	305	904	520
1991[1]	2,370		371	1,372		389	869	1,321	664	3,292	205	656	641	1,908	111	99	111	2,316	385	529	1,164	265	921	548
1992	2,358		345	1,355		388	858	1,208	662	3,239	203	639	644	1,916	114	93	110	2,288	381	536	1,183	271	937	578
1993	2,355		322	1,346		390	648	1,218	685	3,206	202	624	651	1,939	119	88	110	2,269	399	546	1,208	265	959	610
1994	2,346	225	304	1,334		391	839	1,344	885	3,164	201	608	657	1,955	123	83	109	2,247	417	555	1,231	261	976	645
1995	2,404	241	274	1,392		412	820	1,381	655	3,300	199	651	694	2,041	120	81	113	2,560	517	638	1,293	288	978	879
1996	2,374	261	285	1,433		413	660	1,419	885	3,400	195	674	695	2,115	124	69	109	2,619	476	629	1,273	282	913	690
1997	2,446	302	303	1,502		437	649	1,471	706	3,548	202	691	721	2,208	130	90	113	2,454	479	658	1,378	316	1,059	829
1998	2,605	314	295	1,576		472	983	1,534	745	3,789	211	725	825	2,390	138	95	117	2,799	470	695	1,479	358	1,035	861
1999	2,646	363	324	1,690		519	1,042	1,635	810	4,059	238	606	1,062	2,711	157	102	124	3,030	516	771	1,574	400	1,123	966
2000	2,649	364	324	1,708		526	1,057	1,662	809	4,138	226	750	1,145	2,729	151	104	135	3,072	536	602	1,556	399	1,305	997
2001	2,709	394	315	1,693		521	1,032	1,663	609	4,066	226	712	1,196	2,672	148	96	143	3,121	544	813	1,517	418	1,325	985
2002	2,937	402	303	1,670		523	1,027	1,604	626	4,161	253	734	1,312	2,753	160	100	151	3,196	569	656	1,567	452	1,338	1,034
2003	4,259				1,885	513	1,048	1,591	637	4,255	267	729	1,375	2,640	173	108	161	3,359	619	995	1,718	499	1,437	1,146
2004[2]	5,447				3,196	536	1,075	1,653	649	4,345	318	729	1,454	2,868	198	106	188	3,471	632	1,070	1,812	501	1,492	1,194
2005	5,760				3,340	552	1,072	1,680	657	4,346	262	710	1,350	2,902	205	106	215	3,430	666	1,119	1,895	518	1,461	1,160
2006	5,286				3,371	527	1,081	1,706	653	4,389	286	715	1,332	2,935	218	107	214	3,483	723	1,154	1,854	538	1,507	1,187
2007	5,403				3,505	575	1,177	1,735	694	4,478	306	743	1,327	2,910	230	108	229	3,548	774	1,194	1,863	549	1,572	1,168
2008	5,243				3,412	571	1,165	1,636	895	4,389	287	738	1,151	2,616	203	96	219	3,350	690	1,243	1,817	523	1,491	1,064
2009[3]	4,517				2,994	544	1,104	1,498	889	3,902	314	652	1,009	2,281	169	85	193	2,693	646	1,148	1,653	469	1,325	936
Average Annual Percent Change																								
1990-00	1.1	NA	(2.2)	2.1	NA	3.0	1.6	2.4	2.0	2.2	1.0	1.0	6.1	3.7	3.5	(0.1)	1.9	2.6	4.4	4.4	3.1	2.7	3.7	6.7
2000-09	6.1	NA	NA	NA	NA	0.4	0.5	(1.1)	0.6	(0.7)	3.6	(1.5)	(1.4)	(2.1)	1.2	(2.2)	4.0	(0.7)	2.1	4.0	0.7	1.8	0.2	(0.7)
2005-09	(5.9)	NA	NA	NA	(2.7)	(0.4)	0.7	(2.6)	0.3	(2.7)	4.6	(2.1)	(7.0)	(6.1)	(4.8)	(5.3)	(2.7)	(4.2)	(0.6)	0.6	(3.4)	(2.4)	(2.4)	(5.2)
1990-09	3.4	NA	NA	NA	NA	1.6	1.2	0.7	1.4	0.6	2.2	(0.2)	2.5	0.9	2.4	(1.1)	2.9	1.1	3.3	4.2	2.0	2.3	2.0	3.1

Calendar Year	312	326	333	20	339	340	343	351	358	359	31	44	56	74	95	105	115	Total
1990	749	2,530	1,144		871		1,258	2,392	991	2,561	604	362	1,165	241	436	94	465	38,474
1991[1]	732	2,437	887		899		1,278	2,369	1,010	2,436	663	399	1,255	250	478	97	643	36,220
1992	714	2,341	656		927		1,296	2,342	1,027	2,312	726	416	1,326	258	517	100	632	35,868
1993	700	2,065	499		960		1,323	2,328	1,051	2,206	800	438	1,409	268	566	104	739	35,813
1994	684	2,182	378	2,435	992		1,347	2,308	1,073	2,099	880	459	1,493	278	618	108	883	36,881
1995	679	2,269	415	2,619	1,005		1,404	2,355	1,112	2,125	924	460	1,562	311	674	107	901	40,673
1996	616	2,375	427	2,630	1,035		1,471	2,371	1,162	2,179	1,005	495	1,713	342	775	114	944	41,889
1997	670	2,495	452	3,052	1,062		1,541	2,569	1,199	2,240	1,097	541	1,911	357	637	122	1,036	44,073
1998	740	2,670	473	3,258	1,152		1,628	2,691	1,242	2,364	1,143	615	2,061	396	899	125	1,113	47,121
1999	798	2,708	514	3,408	1,200		1,627	2,814	1,393	2,510	1,216	648	2,250	406	1,039	131	1,160	50,882
2000	639	2,727	532	3,573	1,196		1,680	2,681	1,552	2,716	1,242	678	2,380	429	1,113	141	1,162	52,009
2001	644	2,868	504	3,470	1,227		1,623	2,660	1,332	2,722	1,202	633	2,336	418	1,076	142	1,140	51,539
2002	901	2,894	572	3,707	1,323	4	1,749	3,071	1,420	2,971	1,249	689	2,443	461	1,139	165	1,241	53,920
2003	935	3,137	596	3,839	1,373	11	1,877	3,204	1,624	3,296	1,319	642	2,592	465	1,169	176	1,250	57,489
2004[2]	971	3,360	818	4,124	1,408	13	2,040	3,268	1,737	3,613	1,387	869	2,833	496	1,235	205	1,338	62,649
2005	967	3,408	626	4,187	1,453	16	2,102	3,338	1,807	3,754	1,409	897	2,909	526	1,227	209	1,340	63,770
2006	996	3,466	611	4,320	1,424	19	2,119	3,374	1,810	3,790	1,429	951	3,051	546	1,292	210	1,329	64,108
2007	1,058	3,446	636	4,433	1,403	20	2,210	3,397	1,612	3,949	1,505	990	3,139	596	1,336	218	1,358	65,796
2008	908	3,190	663	4,114	1,343	19	2,109	3,384	1,529	4,137	1,495	956	3,118	464	1,264	400	1,204	63,156
2009[3]	806	2,902	597	3,751	1,260	18	1,999	3,111	1,410	3,768	1,453	929	3,039	480	1,226	396	1,167	57,489
Average Annual Percent Change																		
1990-00	1.1	0.8	(7.4)	NA	3.2	NA	2.9	1.9	4.6	0.6	7.5	5.9	7.2	5.9	9.8	4.1	9.6	3.6
2000-09	(0.5)	0.7	1.3	0.5	0.6	NA	1.9	0.9	(1.1)	3.7	1.8	3.6	2.6	1.3	1.1	12.1	0.0	1.1
2005-09	(4.5)	(3.9)	(1.2)	(2.7)	(3.5)	2.1	(1.2)	(1.7)	(6.0)	0.1	0.8	0.9	1.1	(2.2)	(0.0)	17.3	(3.4)	(2.6)
1990-09	0.4	0.7	(3.4)	NA	2.0	NA	2.5	1.4	1.9	2.1	4.7	4.6	5.1	3.7	5.6	7.9	5.0	2.4

Total Vehicles By Interchange (Milepost)

Calendar Year	2[4]	10[5]	13[5]	26[5]	30[5]	39	48	57	67	75	91	110	146	161	180	189	201	226	236	242	247	266	286	298
1990	9,191		2,229	6,748		4,405	8,062	16,891	8,422	11,259	2,306	2,609	2,591	7,487	680	459	532	8,666	2,961	4,555	8,272	2,464	5,511	4,478
1991[1]	9,243		2,111	8,766		4,408	8,067	16,942	6,536	11,077	2,331	2,602	2,584	7,315	681	457	541	6,649	3,037	4,503	8,328	2,497	5,671	4,549
1992	9,272		1,999	6,600		4,401	6,052	18,830	6,633	10,668	2,352	2,586	2,571	7,132	680	455	549	6,613	3,107	4,441	6,365	2,512	5,824	4,611
1993	9,354		1,903	6,885		4,419	8,083	18,930	8,776	10,725	2,387	2,590	2,573	6,996	685	456	581	8,815	3,196	4,404	6,449	2,547	6,015	4,702
1994	9,412	1,781	1,811	6,906		4,426	8,096	17,107	8,901	10,555	2,417	2,586	2,569	6,646	687	456	571	6,601	3,279	4,357	8,513	2,580	6,198	4,764
1995	9,692	1,932	1,762	9,211		4,465	7,665	17,268	8,661	10,951	2,510	2,675	2,732	7,150	689	462	590	7,235	4,016	4,824	6,901	2,831	6,431	4,903
1996	9,668	2,117	1,801	9,665		4,692	6,462	17,520	9,063	11,446	2,407	2,699	2,830	7,329	710	496	609	7,264	4,143	4,775	9,262	2,782	8,403	5,020
1997	9,942	2,213	1,907	10,071		4,920	6,933	16,171	9,292	11,879	2,455	2,721	2,943	7,646	747	518	634	6,735	3,974	4,736	9,369	2,959	8,788	5,673
1998	10,420	2,324	2,038	10,767		5,299	8,945	18,625	9,827	12,495	2,583	2,764	3,304	8,067	781	557	666	7,425	4,111	4,990	9,888	3,225	7,076	6,134
1999	10,698	2,427	2,083	11,059		5,522	9,728	19,261	10,291	13,743	2,619	2,724	3,790	6,549	630	582	691	7,916	4,405	5,470	10,392	3,387	7,219	8,479
2000	9,982	2,548	2,095	11,107		5,465	10,306	19,444	10,342	12,732	2,370	2,598	3,905	8,557	761	557	709	7,664	4,575	5,905	10,560	3,438	7,547	6,656
2001	10,765	2,896	2,139	11,633		5,701	10,030	20,000	10,402	12,934	2,462	2,623	4,158	9,003	809	534	734	8,425	4,716	5,694	10,642	3,632	7,797	7,172
2002	12,019	2,746	2,163	11,653		5,709	10,393	20,040	10,615	13,527	2,457	2,766	4,536	9,352	650	577	812	6,376	5,149	6,258	11,306	3,833	7,992	7,715
2003	18,087				9,239	5,961	10,553	20,361	11,140	13,650	2,520	2,769	4,665	9,661	866	596	631	6,724	5,422	6,777	11,936	4,163	8,391	8,347
2004[2]	21,626				14,781	5,953	10,452	20,251	10,902	13,537	2,558	2,676	4,624	9,601	959	569	665	8,733	5,428	6,603	12,068	4,196	8,699	8,552
2005	21,633				14,609	5,706	10,173	19,767	10,294	13,228	2,520	2,602	4,514	9,419	896	555	683	8,369	5,235	6,471	11,812	4,161	6,430	6,495
2006	21,676				14,791	5,709	10,210	19,996	10,435	13,168	2,523	2,642	4,369	9,191	894	550	672	6,442	5,265	6,350	11,407	4,140	6,691	6,644
2007	21,768				15,445	6,188	10,583	19,933	10,507	13,264	2,784	2,610	4,386	9,126	941	546	691	6,521	5,435	6,459	11,765	4,289	8,969	6,634
2008	21,434				15,488	6,198	10,411	19,941	9,963	12,912	2,661	2,657	4,146	8,621	678	522	632	6,065	5,197	7,311	11,890	4,100	8,551	6,532
2009[2]	21,400				15,226	6,039	10,191	19,581	9,543	12,334	2,665	2,755	3,981	8,617	824	494	796	7,521	5,116	7,040	11,604	3,954	6,235	8,112
Average Annual Percent Change																								
1990-00	0.8	NA	(0.6)	2.4	NA	2.2	2.5	1.4	2.1	1.2	0.3	(0.0)	4.2	1.3	1.4	2.0	2.9	1.7	4.4	2.6	2.5	3.3	3.2	4.0
2000-09	6.6	NA	NA	NA	NA	1.1	(0.1)	0.1	(0.9)	(0.4)	1.3	0.7	0.2	0.1	0.6	(1.3)	1.3	(0.5)	1.2	2.0	1.1	1.8	1.0	2.2
2005-09	(0.3)	NA	NA	NA	1.0	1.4	0.0	(0.2)	(1.9)	(1.7)	1.4	1.4	(3.1)	(2.2)	(2.1)	(2.8)	(2.0)	(2.6)	(0.6)	2.1	(0.4)	(1.3)	(0.6)	(1.1)
1990-09	4.5	NA	NA	NA	NA	1.7	1.2	0.8	0.7	0.5	0.8	0.3	2.3	0.7	1.0	0.4	2.1	0.6	2.9	2.3	1.8	2.5	2.1	3.2

Calendar Year	312	326	333	20	339	340	343	351	358	359	31	44	56	74	95	105	115	Total
1990	7,028	26,478	14,695		14,562		18,132	23,664	6,059	16,729	5,132	4,309	6,475	2,674	3,367	1,961	2,243	276,348
1991[1]	7,171	25,357	12,940		15,372		18,854	24,035	6,075	18,549	5,854	4,540	9,019	2,601	3,496	2,067	2,581	277,608
1992	7,301	24,222	11,388		16,189		19,563	24,337	6,077	18,338	6,682	4,774	9,574	2,927	3,622	2,153	2,916	278,698
1993	7,475	23,094	10,091		17,146		20,423	24,786	6,116	16,225	7,626	5,053	10,220	3,077	3,777	2,256	3,345	281,943
1994	7,634	22,304	8,931	25,345	18,117		21,273	25,164	6,141	16,078	8,710	5,336	10,880	3,227	3,931	2,358	3,626	312,720
1995	7,749	22,978	9,390	28,188	19,164		23,367	26,716	6,136	16,373	9,180	5,567	11,469	3,370	4,071	2,412	4,071	328,015
1996	7,339	23,467	9,723	29,789	19,370		23,641	27,121	6,377	16,774	9,765	5,839	12,247	3,603	4,378	2,443	4,176	337,433
1997	7,981	23,832	10,364	31,482	19,674		24,443	28,254	6,490	17,069	11,077	6,136	13,129	3,609	4,669	2,564	4,439	350,836
1998	8,578	25,030	10,810	32,863	21,337		24,835	28,947	6,664	17,676	11,737	6,885	13,371	4,105	4,902	2,875	4,881	367,607
1999	9,159	24,351	11,179	33,036	21,231		24,024	28,903	6,859	17,960	12,403	7,172	14,093	4,291	5,169	2,724	4,747	377,188
2000	9,663	24,258	11,117	34,343	21,165		24,765	29,546	6,925	16,261	12,623	7,368	14,938	4,326	5,257	2,752	4,754	382,126
2001	10,261	27,652	11,839	35,415	22,283		25,376	30,533	6,649	19,071	12,632	7,326	15,699	4,555	5,227	2,858	4,837	397,134
2002	10,909	28,158	12,473	37,113	22,703	1,002	25,945	31,627	6,898	19,736	13,660	7,669	16,247	4,764	5,552	3,024	5,283	412,836
2003	11,355	30,064	12,695	37,969	23,513	1,329	26,727	32,707	7,360	20,628	14,258	8,220	17,120	4,907	5,768	3,122	5,283	426,794
2004[2]	11,426	31,591	13,204	39,877	23,422	1,554	27,758	33,352	7,748	21,699	14,553	8,796	18,225	5,188	6,255	3,446	5,592	446,383
2005	11,259	31,609	12,467	39,640	23,162	1,587	27,254	32,900	7,663	21,598	14,350	8,648	17,973	5,088	5,949	3,242	5,391	436,188
2006	11,554	31,659	12,066	40,381	22,964	1,599	26,728	32,807	7,664	21,425	14,463	9,099	16,369	5,204	6,042	3,269	5,377	439,075
2007	12,069	30,515	11,948	41,091	22,606	1,558	28,264	33,315	7,728	21,676	14,809	9,225	16,720	5,393	6,097	3,406	5,401	447,087
2008	11,543	30,165	12,511	39,631	21,655	1,540	27,385	32,700	7,494	21,411	14,665	9,271	18,068	5,295	5,973	3,483	5,332	436,851
2009[2]	11,039	30,685	12,501	36,712	22,249	1,388	27,163	32,307	7,177	20,712	14,864	9,328	16,378	5,204	6,247	3,627	5,458	433,083
Average Annual Percent Change																		
1990-00	3.2	(0.9)	(2.8)	NA	3.8	NA	3.2	2.2	1.3	0.9	9.4	5.5	5.6	4.9	4.6	3.3	7.6	3.3
2000-09	1.5	2.8	1.3	1.3	0.6	NA	1.0	1.0	0.4	1.4	1.8	2.7	2.3	2.1	1.9	3.1	1.5	1.4
2005-09	(0.5)	(0.7)	0.0	(0.6)	(1.0)	(3.3)	(0.1)	(0.5)	(1.6)	(1.0)	0.9	1.3	0.6	0.6	1.2	2.8	0.3	(0.3)
1990-09	2.4	0.8	(0.8)	NA	2.3	NA	2.2	1.6	0.9	1.1	5.8	4.1	4.2	3.6	3.3	3.2	4.6	2.4

(1) A toll increase of 32% was implemented on June 1, 1991.
(2) A toll increase of 42.5% was implemented on August 1, 2004.
(3) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Findlay Connector/PA-576 and the Mon-Fayette Expy/Tpke 43 Unionville to Brownsville remained unchanged.
(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, 2006, 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, Warrendale, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from Interchanges 10, 13 and 28 at this time.

Table 2

Barrier System: Average Daily Transactions by Interchange

Pennsylvania Turnpike

Passenger Cars

Calendar Year	Northeastern Facilities: Keiser Ave.	Clarks Summit	Subtotal	Toll 60[4]: South Toll 60	Beaver Falls Rte 551	Moravia Rte 166	North Toll 60	Mt Jackson Rte 108	Subtotal	Toll 66[5]: Rte 136	AKH Mainline	Ramp 30	Route 130	Route 66	Subtotal
1994	0	2,631	2,631	6,965	271	481	3,915	720	12,352	295	5,764	1,641	822	413	8,925
1995	4,803	5,177	9,980	7,268	319	520	4,130	626	13,063	303	6,411	1,977	873	459	10,023
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
1997	6,941	7,281	14,222	8,407	336	579	4,964	1,211	15,497	413	8,061	2,471	1,190	523	12,676
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
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
2000	5,527	5,642	11,169	9,008	382	619	5,481	1,454	16,944	476	9,283	3,390	893	455	14,499
2001	5,622	5,847	11,469	9,390	399	862	5,868	1,806	17,943	518	9,613	3,751	1,001	516	15,399
2002[1]	5,946	6,169	12,117	9,588			6,021		15,607		10,044				10,044
2003	6,274	6,492	12,766	9,762			6,176		15,958		10,476				10,476
2004[2]	6,719	6,747	13,466	9,821			6,385		16,206		10,858				10,858
2005	6,489	6,519	13,008	9,896			6,812		16,709		11,123				11,123
2006	6,573	6,545	13,117	9,854			7,047		16,901	217	12,053	861	226	117	13,473
2007	6,736	6,740	13,476	10,334	434	758	7,524	1,277	20,328	597	12,306	2,869	1,260	560	17,633
2008	6,762	6,790	13,572	10,286	458	808	7,633	1,557	20,744	806	12,327	4,617	1,370	762	18,883
2009[3]	7,012	6,850	13,862	9,697	430	706	7,817	1,390	20,040	727	12,114	4,845	1,370	736	19,594
Average Annual Percent Change															
1994[6] - 00	NA	12.2	25.7	4.4	5.9	4.3	5.8	12.4	5.4	8.4	8.3	12.9	1.4	1.6	8.4
2000 - 09	2.7	2.2	2.4	1.1	1.3	1.5	3.7	(0.5)	1.9	4.6	3.0	3.6	4.9	5.5	3.4
2005 - 09	2.0	1.2	1.6	0.0	NA	NA	2.6	NA	4.7	NA	2.2	NA	NA	NA	15.2
1994[6] - 09	NA	6.1	11.2	2.4	3.1	2.6	4.5	4.5	3.3	8.2	5.1	7.2	3.5	3.9	5.4

Calendar Year	Mon Fayette (Toll 43): Ramp M4	M5	M35 California	Ramp M39	Ramp M44	Ramp M48	M52	Subtotal	Southern Beltway (Toll 576): SB Route 30	SB Westport Rd	Route 22	Subtotal	Total Barrier Facilities
1994			5,438					5,438					29,544
1995			5,942					5,942					39,008
1996			6,714					6,714					45,841
1997			7,314					7,314					49,711
1998			6,643					6,643					50,092
1999			7,312					7,312					49,151
2000			8,274					8,274					50,886
2001	29	1,659	8,437	954				11,079					55,890
2002[1]	29	1,726	5,582	1,360				6,699					48,467
2003	30	1,794	2,726	1,766			5,689	12,006					51,205
2004[2]	29	1,684	9,365	906	736	2,543	6,326	21,789					62,320
2005	26	1,973	9,368	868	720	2,790	6,746	22,489					63,328
2006	32	2,060	9,754	963	758	2,936	7,099	23,602	80	59	533	671	67,785
2007	39	2,151	10,224	1,030	745	3,213	7,179	24,581	166	125	2,914	3,204	79,221
2008	32	2,257	10,530	1,052	749	3,301	7,351	25,273	223	130	3,320	3,673	83,146
2009[3]	22	2,301	10,316	1,050	703	3,356	7,191	24,931	262	153	3,727	4,142	82,569
Average Annual Percent Change													
1994[6] - 00	NA	NA	7.3	NA	NA	NA	NA	7.3	NA	NA	NA	NA	9.5
2000 - 09	NA	NA	2.5	NA	NA	NA	NA	13.0	NA	NA	NA	NA	5.5
2005 - 09	(4.3)	3.9	2.4	4.9	(0.6)	4.7	1.6	2.6	NA	NA	NA	NA	6.9
1994[6] - 09	NA	NA	4.4	NA	NA	NA	NA	10.7	NA	NA	NA	NA	7.1

Commercial Vehicles

Calendar Year	Northeastern Facilities: Keiser Ave.	Clarks Summit	Subtotal	Toll 60[4]: South Toll 60	Beaver Falls Rte 551	Moravia Rte 168	North Toll 60	Mt Jackson Rte 108	Subtotal	Toll 66[5]: Rte 136	AKH Mainline	Ramp 30	Route 130	Route 66	Subtotal
1994	0	480	480	719	35	38	409	53	1,252	134	908	141	56	66	1,305
1995	782	941	1,723	619	34	60	491	50	1,454	159	1,024	157	29	27	1,396
1996	1,113	1,272	2,385	966	39	72	614	85	1,796	169	1,215	172	30	30	1,616
1997	1,183	1,349	2,512	1,110	44	93	681	101	2,029	222	1,457	225	35	35	1,974
1998	1,038	1,255	2,293	1,147	45	91	725	109	2,117	196	1,518	256	38	32	2,040
1999	938	1,125	2,061	1,283	52	85	793	116	2,311	230	1,552	266	50	29	2,129
2000	919	1,118	2,037	1,301	51	93	863	138	2,448	241	1,729	296	67	27	2,380
2001	892	1,142	2,034	1,359	65	144	874	141	2,583	232	1,873	345	75	28	2,353
2002[1]	905	1,049	1,954	1,332			872		2,204		1,743				1,743
2003	918	957	1,675	1,304			870		2,174		1,813				1,813
2004[2]	936	931	1,869	1,328			911		2,239		1,818				1,818
2005	1,092	1,038	2,130	1,353			915		2,268		1,872				1,872
2006	1,227	1,112	2,339	1,311			998		2,309	126	1,935	142	17	5	2,226
2007	1,408	1,162	2,570	1,490	38	96	1,133	98	2,854	211	2,070	290	38	15	2,623
2008	1,363	1,096	2,459	1,548	39	145	1,170	106	3,010	183	2,146	292	29	16	2,658
2009[3]	1,306	1,047	2,353	1,342	31	60	1,034	113	2,580	146	2,010	265	30	17	2,468
Average Annual Percent Change															
1994[6] - 00	NA	15.1	27.2	10.4	6.5	17.1	13.3	17.3	11.8	10.3	11.3	13.2	3.0	(13.6)	10.4
2000 - 09	4.0	(0.7)	1.6	0.3	(5.5)	(4.8)	2.0	(2.2)	0.6	(5.4)	1.7	(1.2)	(8.4)	(5.1)	0.5
2005 - 09	4.6	0.2	2.5	(0.2)	NA	NA	3.1	NA	3.3	NA	1.6	NA	NA	NA	7.2
1994[6] - 09	NA	5.3	11.2	4.2	(0.9)	3.4	8.4	5.2	4.9	0.8	5.4	4.3	(4.0)	(9.7)	4.3

Calendar Year	Mon Fayette: Ramp M4	M5	M35 California	Ramp M39	Ramp M44	Ramp M48	M52	Subtotal	Southern Beltway: SB Route 30	Bald Knob Rd	Route 22	Subtotal	Total Barrier Facilities
1994	0	0	227	0				227					3,264
1995	0	0	248	0				248					4,821
1996	0	0	260	0				260					6,077
1997	0	0	305	0				305					6,820
1998	0	0	277	0				277					6,727
1999	0	0	305	0				305					6,806
2000	0	0	345	0				345					7,188
2001	2	119	352	30				503					7,473
2002[1]	2	135	219	41				396					6,297
2003	1	151	84	52			92	382					6,244
2004[2]	1	135	314	23	37	107	107	724					6,650
2005	1	136	303	23	34	92	119	697					6,967
2006	1	150	321	26	42	59	109	707	2	1	24	28	7,608
2007	1	140	384	32	46	65	111	779	18	6	210	234	9,060
2008	2	196	476	34	69	66	127	971	27	14	249	290	9,385
2009[3]	1	240	532	35	33	60	125	1,025	31	56	297	375	8,601
Average Annual Percent Change													
1994[6] - 00	NA	NA	7.2	NA	NA	NA	NA	7.2	NA	NA	NA	NA	14.1
2000 - 09	NA	NA	4.9	NA	NA	NA	NA	12.9	NA	NA	NA	NA	2.3
2005 - 09	(0.2)	15.2	15.1	10.9	(0.7)	(7.4)	1.5	10.1	NA	NA	NA	NA	6.0
1994[6] - 09	NA	NA	5.6	NA	NA	NA	NA	10.6	NA	NA	NA	NA	6.8

Total Vehicles

Calendar Year	Northeastern Facilities: Keiser Ave.	Clarks Summit	Subtotal	Toll 60[4]: South Toll 60	Beaver Falls Rte 551	Moravia Rte 168	North Toll 60	Mt Jackson Rte 108	Subtotal	Toll 66[5]: Rte 136	AKH Mainline	Ramp 30	Route 130	Route 66	Subtotal
1994	0	3,311	3,311	7,684	306	517	4,324	773	13,604	429	6,662	1,782	878	479	10,230
1995	5,585	6,118	11,703	8,067	353	580	4,621	876	14,517	482	7,435	2,134	902	486	11,419
1996	7,604	8,086	15,690	8,863	373	618	5,228	1,182	16,264	535	8,474	2,363	1,047	531	12,950
1997	8,104	8,630	16,734	9,517	380	672	5,645	1,312	17,526	635	9,518	2,696	1,225	558	14,652
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
1999	6,624	6,969	13,591	10,081	422	695	6,091	1,503	18,772	699	10,402	3,371	1,016	487	15,977
2000	6,446	6,760	13,206	10,309	433	712	6,344	1,592	19,390	719	11,012	3,686	960	482	16,859
2001	6,514	6,989	13,503	10,749	464	826	6,740	1,747	20,526	750	11,486	4,096	1,076	544	17,752
2002[1]	6,853	7,219	14,072	10,917	0	0	6,893	0	17,811	0	11,787	0	0	0	11,787
2003	7,192	7,449	14,641	11,066	0	0	7,046	0	18,132	0	12,286	0	0	0	12,286
2004[2]	7,657	7,678	15,335	11,149	0	0	7,296	0	18,445	0	12,676	0	0	0	12,676
2005	7,581	7,557	15,138	11,249	0	0	7,727	0	18,976	0	12,995	0	0	0	12,995
2006	7,800	7,658	15,456	11,165	0	0	8,044	0	19,210	343	13,988	1,003	243	122	15,699
2007	8,144	7,903	16,047	11,824	471	853	8,656	1,375	23,180	806	14,376	3,176	1,298	595	20,256
2008	8,144	7,887	16,031	11,836	497	953	8,803	1,665	23,754	989	14,473	4,699	1,399	779	22,539
2009[3]	8,318	7,897	16,215	11,039	461	766	8,851	1,503	22,620	873	14,124	4,910	1,400	754	22,062
Average Annual Percent Change															
1994[6] - 00	NA	12.6	25.9	5.0	6.0	5.5	6.6	12.8	8.1	9.0	6.7	12.9	1.5	0.1	8.7
2000 - 09	2.9	1.7	2.3	1.0	0.7	0.8	3.5	(0.6)	1.7	2.2	2.6	3.2	4.3	5.1	3.0
2005 - 09	2.3	1.1	1.7	(0.0)	NA	NA	2.9	NA	4.5	NA	2.1	NA	NA	NA	14.1
1994[6] - 09	NA	6.0	11.2	2.6	2.8	2.7	4.7	4.5	3.4	4.8	5.1	7.0	3.2	3.1	5.3

Calendar Year	Mon Fayette: Ramp M4	M5	M35 California	Ramp M39	Ramp M44	Ramp M48	M52	Subtotal	Southern Beltway: SB Route 30	Bald Knob Rd	Route 22	Subtotal	Total Barrier Facilities
1994	0	0	5,663	0	0	0	0	5,663	0	0	0	0	32,808
1995	0	0	6,190	0	0	0	0	6,190	0	0	0	0	43,829
1996	0	0	6,994	0	0	0	0	6,994	0	0	0	0	51,918
1997	0	0	7,619	0	0	0	0	7,619	0	0	0	0	56,531
1998	0	0	6,920	0	0	0	0	6,920	0	0	0	0	56,819
1999	0	0	7,617	0	0	0	0	7,617	0	0	0	0	55,957
2000	0	0	8,619	0	0	0	0	8,619	0	0	0	0	58,074
2001	31	1,778	8,789	984	0	0	0	11,582	0	0	0	0	63,363
2002[1]	31	1,682	5,800	1,401	0	0	0	9,094	0	0	0	0	52,784
2003	31	1,945	2,812	1,819	0	0	5,781	12,387	0	0	0	0	57,448
2004[2]	30	2,020	9,679	929	773	2,649	6,433	22,513	0	0	0	0	68,970
2005	28	2,110	9,669	891	753	2,872	6,863	23,186	0	0	0	0	70,295
2006	33	2,210	10,075	989	799	2,995	7,208	24,309	82	60	557	699	75,373
2007	40	2,292	10,608	1,062	792	3,277	7,289	25,360	184	131	3,124	3,438	88,281
2008	34	2,453	11,006	1,087	817	3,368	7,478	26,245	250	144	3,569	3,963	92,531
2009[3]	23	2,541	10,849	1,085	736	3,416	7,306	25,956	293	209	4,014	4,517	91,371
Average Annual Percent Change													
1994[6] - 00	NA	NA	7.3	NA	NA	NA	NA	7.3	NA	NA	NA	NA	10.0
2000 - 09	NA	NA	2.6	NA	NA	NA	NA	13.0	NA	NA	NA	NA	5.2
2005 - 09	(4.1)	4.9	2.9	5.0	(0.6)	4.4	1.8	2.9	NA	NA	NA	NA	8.6
1994[6] - 09	NA	NA	4.4	NA	NA	NA	NA	10.7	NA	NA	NA	NA	7.1

(1) 2002 traffic data is not available. It is estimated by averaging 2001 and 2003 traffic data.
(2) New rates became effective Sunday, August 1, 2004. Rates were increased by 42.5%.
(3) A toll increase of 25 % was implemented on January 4, 2009. Toll rates on Findlay Connector/PA-576 and the Mon-Fayette Expy/Tpke 43 Unionville to Brownsville remained unchanged
(4) Toll 60 ramp counts were not available from 2002 to 2006.
(5) Toll 66 ramp counts were not available from 2002 to 2006.
(6) Average annual growth rate of Northeastern Facilities began in 1995.

Table 3
Pennsylvania Turnpike Monthly Traffic Volume Trends By Facility and Vehicle Class
Volumes In Thousands

Ticket System (Including Gateway Barrier Plaza)

Passenger Cars

Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	12,486	(5.7)	11,789	1.9	11,992	(3.8)	11,561	2.4	11,836
July	12,805	(6.5)	11,979	1.8	12,197	(0.8)	12,100	2.7	12,422
Aug.	12,868	(4.1)	12,345	3.1	12,731	(1.8)	12,502	(0.6)	12,431
Sept.	11,401	(1.3)	11,253	1.8	11,431	(3.6)	11,014	3.3	11,378
Oct.	11,702	0.5	11,762	2.0	12,002	(1.3)	11,843	(0.7)	11,768
Nov.	11,418	(1.4)	11,262	(0.2)	11,236	(2.8)	10,927	1.8	11,129
Dec.	11,073	0.2	11,096	(4.6)	10,585	3.1	10,915	(1.6)	10,745
Jan.	10,348	(0.1)	10,336	0.1	10,347	(5.1)	9,816	2.9	10,104
Feb.	9,559	(3.8)	9,200	5.6	9,718	(2.1)	9,516	(12.6)	8,321
March	11,226	(2.7)	10,925	1.4	11,077	(3.0)	10,740		
April	11,063	(0.4)	11,022	0.5	11,078	1.1	11,205		
May	11,625	1.6	11,816	(1.6)	11,625	0.3	11,657		
Total Year	137,574	(2.0)	134,765	0.9	136,019	(1.8)	133,796		
June-Feb	103,680	(2.6)	101,002	1.2	102,239	(2.0)	100,194	(0.1)	100,132

Commercial Vehicles

Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	2,103	(4.5)	2,009	(0.9)	1,991	(4.8)	1,895	(7.1)	1,760
July	1,969	(4.9)	1,872	3.4	1,936	0.6	1,947	(8.9)	1,774
Aug.	2,133	(2.4)	2,081	(0.1)	2,079	(8.5)	1,902	(8.6)	1,736
Sept.	2,004	(5.9)	1,886	(2.1)	1,847	(0.6)	1,835	(6.6)	1,713
Oct.	2,005	(1.2)	1,980	3.3	2,045	(6.5)	1,912	(8.7)	1,746
Nov.	1,887	(3.6)	1,816	(0.7)	1,803	(13.4)	1,562	(1.9)	1,532
Dec.	1,786	(5.6)	1,683	(3.4)	1,626	(3.7)	1,566	(1.7)	1,540
Jan.	1,670	5.3	1,759	(0.8)	1,745	(14.7)	1,488	(2.5)	1,451
Feb.	1,572	2.4	1,609	0.9	1,624	(13.5)	1,405	(5.5)	1,328
March	1,885	(2.2)	1,843	(5.2)	1,747	(8.6)	1,596		
April	1,783	2.0	1,818	4.3	1,897	(12.4)	1,662		
May	1,989	2.5	2,038	(6.1)	1,913	(12.2)	1,879		
Total Year	22,786	(1.7)	22,394	(0.6)	22,253	(8.1)	20,449		
June-Feb	17,129	(2.5)	16,695	0.0	16,696	(7.1)	15,512	(6.0)	14,582

Total Vehicles

Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	14,589	(5.6)	13,778	1.5	13,983	(3.8)	13,456	1.0	13,596
July	14,774	(6.2)	13,851	2.0	14,133	(0.8)	14,047	1.1	14,196
Aug.	15,001	(3.8)	14,426	2.7	14,810	(2.7)	14,404	(1.6)	14,169
Sept.	13,405	(2.0)	13,139	1.1	13,278	(3.2)	12,849	1.9	13,091
Oct.	13,707	0.3	13,742	2.2	14,047	(2.1)	13,755	(1.8)	13,512
Nov.	13,305	(1.7)	13,078	(0.3)	13,039	(4.2)	12,489	1.4	12,661
Dec.	12,859	(0.6)	12,779	(4.4)	12,211	2.2	12,481	(1.6)	12,285
Jan.	12,018	0.6	12,095	(0.0)	12,092	(6.5)	11,304	2.2	11,555
Feb.	11,131	(2.9)	10,809	4.9	11,342	(3.7)	10,921	(11.6)	9,649
March	13,111	(2.6)	12,768	0.4	12,824	(3.8)	12,336		
April	12,846	(0.0)	12,840	1.1	12,975	(0.8)	12,867		
May	13,614	1.8	13,854	(2.3)	13,538	(1.5)	13,336		
Total Year	160,360	(2.0)	157,159	0.7	158,272	(2.5)	154,245		
June-Feb	120,789	(2.6)	117,697	1.1	118,935	(2.7)	115,706	(0.9)	114,714

PA 43 (Mon Fayette Expressway)

Passenger Cars

Month	2005-06	% Chg	2006-07	% Chg	2007-06	% Chg	2008-09	% Chg	2009-10
June	666	1.2	674	5.6	712	1.5	723	11.5	806
July	671	3.3	693	4.2	722	4.6	755	11.5	842
Aug.	710	6.1	753	4.5	787	3.7	816	6.5	669
Sept.	717	6.1	761	2.5	780	4.0	811	8.4	679
Oct.	736	7.8	792	3.4	819	7.4	880	4.4	919
Nov.	681	6.0	722	1.8	735	11.8	822	0.2	824
Dec.	664	6.8	709	(2.4)	692	17.5	813	(2.1)	796
Jan.	628	4.6	657	3.3	679	7.4	729	(1.0)	722
Feb.	613	0.7	617	9.6	876	8.7	735	(9.9)	662
March	692	4.9	726	(1.5)	715	14.5	619		
April	695	3.7	721	5.1	758	11.1	842		
May	696	7.8	750	(0.1)	749	6.5	813		
Total Year	8,169	5.0	6,575	2.9	6,624	8.3	9,558		
June-Feb	8,086	4.8	6,378	3.5	6,602	7.3	7,084	3.3	7,319

Commercial Vehicles

Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	23	4.3	24	12.5	27	22.2	33	9.1	36
July	22	4.5	23	21.7	28	28.8	38	13.9	41
Aug.	24	0.0	24	20.8	29	24.1	36	27.8	46
Sept.	21	4.6	22	9.1	24	37.5	33	33.3	44
Oct.	20	20.0	24	12.5	27	29.6	35	20.0	42
Nov.	16	11.1	20	10.0	22	45.5	32	15.6	37
Dec.	16	6.3	17	0.0	17	56.6	27	14.8	31
Jan.	15	6.7	16	18.8	19	31.6	25	12.0	28
Feb.	14	21.4	17	17.6	20	40.0	28	(14.3)	24
March	19	5.3	20	5.0	21	52.4	32		
April	20	0.0	20	25.0	25	24.0	31		
May	22	9.1	24	20.8	29	6.9	31		
Total Year	234	7.3	251	14.7	288	31.6	379		
June-Feb	173	8.1	187	13.9	213	33.6	285	15.4	329

Total Vehicles

Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	689	1.3	698	5.9	739	2.3	756	11.4	842
July	693	3.3	716	4.7	750	5.5	791	11.6	883
Aug.	734	5.9	777	5.0	816	4.4	852	7.4	915
Sept.	738	8.1	783	2.7	804	5.0	844	9.4	923
Oct.	756	7.9	816	3.7	846	6.2	915	5.0	961
Nov.	699	6.2	742	2.0	757	12.8	854	0.6	861
Dec.	680	6.6	726	(2.3)	709	18.5	840	(1.5)	827
Jan.	843	4.7	673	3.7	698	8.0	754	(0.5)	750
Feb.	627	1.1	634	9.6	696	9.6	763	(10.1)	686
March	711	4.9	746	(1.3)	736	15.6	651		
April	715	3.6	741	5.7	783	11.5	873		
May	718	7.8	774	0.5	778	8.5	844		
Total Year	8,403	5.0	8,826	3.2	9,112	9.1	9,937		
June-Feb	6,259	4.9	6,565	3.6	6,815	6.1	7,369	3.8	7,648

PA 66

Passenger Cars

Month	2005-06	% Chg	2008-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	358	6.1	387	39.0	538	10.8	596	2.0	608
July	358	23.7	443	23.5	547	12.8	617	0.8	622
Aug.	364	33.5	486	18.7	577	11.3	642	(3.1)	622
Sept.	340	37.9	469	20.5	565	7.4	607	(0.3)	605
Oct.	345	42.6	492	30.1	640	0.0	640	(4.1)	614
Nov.	326	41.4	461	27.3	567	(0.7)	583	(1.2)	576
Dec.	320	43.1	458	26.4	579	5.0	608	(4.3)	582
Jan.	303	38.0	416	29.7	542	(4.1)	520	(0.2)	519
Feb.	288	28.8	371	39.1	516	(2.9)	501	(6.6)	458
March	341	35.8	463	23.8	573	(0.9)	568		
April	352	35.8	476	24.3	594	(2.7)	576		
May	381	51.5	547	11.7	611	(0.3)	609		
Total Year	4,056	34.9	5,473	25.5	6,869	2.9	7,069		
June-Feb	3,002	32.7	3,965	27.8	5,091	4.4	5,314	(2.0)	5,206

Commercial Vehicles

Month	2005-06	% Chg	2006-07	% Chg	2007-06	% Chg	2008-09	% Chg	2009-10
June	54	15.6	74	17.6	87	(1.1)	86	(8.1)	79
July	61	29.5	79	10.1	87	3.4	90	(6.9)	82
Aug.	65	36.9	89	1.1	90	(2.2)	88	(11.4)	78
Sept.	64	21.9	76	6.4	63	4.8	87	(6.9)	61
Oct.	60	40.0	84	14.3	96	(7.3)	89	(5.6)	84
Nov.	52	38.5	72	6.9	77	(9.1)	70	1.4	71
Dec.	45	35.6	61	3.3	63	3.2	65	6.2	69
Jan.	46	39.1	64	9.4	70	(11.4)	62	4.6	65
Feb.	43	27.9	55	21.8	67	(10.4)	60	(1.7)	59
March	55	29.1	71	1.4	72	(4.2)	69		
April	56	32.1	74	12.2	83	(14.5)	71		
May	61	45.9	69	(5.6)	84	(11.9)	74		
Total Year	672	32.4	890	7.8	959	(5.0)	911		
June-Feb	500	31.2	656	9.8	720	(3.2)	697	(4.2)	868

Total Vehicles

Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	422	9.2	461	35.6	625	9.1	682	0.7	687
July	419	24.6	522	21.5	634	11.5	707	(0.4)	704
Aug.	429	34.0	575	16.0	667	9.4	730	(4.1)	700
Sept.	404	35.4	547	18.5	648	7.1	694	(1.2)	686
Oct.	405	42.2	576	27.8	736	(1.0)	729	(4.3)	698
Nov.	376	41.0	533	24.6	664	(1.7)	653	(0.9)	647
Dec.	365	42.2	519	23.7	642	4.8	673	(3.3)	651
Jan.	349	38.1	462	27.0	612	(4.9)	582	0.3	584
Feb.	331	28.7	426	38.9	583	(3.8)	561	(7.8)	517
March	396	34.8	534	20.8	645	(1.2)	637		
April	408	35.3	552	22.6	677	(4.1)	649		
May	422	50.7	636	9.3	695	(1.7)	683		
Total Year	4,728	34.6	6,363	23.0	7,828	1.9	7,980		
June-Feb	3,502	32.5	4,641	25.2	5,811	3.4	6,011	(2.3)	5,874

Northeast Extension Barrier Plazas Only

Passenger Cars

Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	430	(3.7)	414	3.6	429	1.4	435	1.1	440
July	524	(3.8)	504	1.4	511	1.2	517	11.4	576
Aug.	507	0.2	508	8.7	552	3.3	570	6.3	606
Sept.	390	6.4	415	2.9	427	(6.1)	401	10.0	441
Oct.	392	11.0	435	(3.4)	420	2.6	431	(1.2)	426
Nov.	380	7.6	409	(4.4)	391	0.8	394	1.5	400
Dec.	337	6.9	387	(9.5)	332	8.1	359	(3.3)	347
Jan.	290	4.8	304	(2.3)	297	(3.7)	286	0.0	266
Feb.	283	(5.3)	268	6.7	286	1.0	269	(12.1)	254
March	336	6.5	358	(0.8)	355	(5.1)	337		
April	383	5.5	404	(1.7)	397	0.8	400		
May	411	9.2	449	1.3	455	0.7	458		
Total Year	4,683	3.7	4,835	0.4	4,852	0.5	4,677		
June-Feb	3,533	2.6	3,624	0.6	3,645	1.0	3,682	2.6	3,776

Commercial Vehicles

Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	71	7.0	76	5.3	60	(2.5)	78	(1.3)	77
July	71	6.5	77	3.9	60	3.6	63	3.6	88
Aug.	76	7.9	82	7.3	88	(6.8)	82	4.9	86
Sept.	70	10.0	77	2.6	79	1.3	80	(1.3)	79
Oct.	68	16.2	79	1.3	80	(2.5)	78	(5.1)	74
Nov.	84	9.4	70	(5.7)	66	(7.6)	61	0.0	61
Dec.	58	6.9	62	(3.2)	60	1.7	61	(1.6)	60
Jan.	58	13.8	66	(1.5)	65	(13.8)	56	1.8	57
Feb.	56	16.1	65	(3.1)	63	(14.3)	64	(3.7)	52
March	65	12.3	73	(11.0)	65	(6.2)	61		
April	64	17.2	75	4.0	78	(12.8)	68		
May	74	16.2	66	(3.5)	83	(7.2)	77		
Total Year	795	11.7	888	(0.1)	867	(5.4)	639		
June-Feb	592	10.5	654	1.1	661	(4.2)	633	(0.2)	632

Total Vehicles

Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	501	(2.2)	490	3.9	509	0.8	513	0.6	517
July	595	(2.4)	581	1.7	591	1.5	600	10.3	662
Aug.	583	1.2	590	8.5	840	1.9	652	6.1	692
Sept.	480	7.0	492	2.8	506	(4.9)	461	8.1	520
Oct.	460	11.7	514	(2.7)	500	1.6	509	(1.8)	500
Nov.	444	7.9	479	(4.6)	457	(0.4)	455	1.3	461
Dec.	395	6.6	429	(6.6)	392	7.1	420	(3.1)	407
Jan.	346	6.3	370	(2.2)	382	(5.5)	342	0.3	343
Feb.	339	(1.6)	333	4.6	349	(1.7)	343	(10.8)	306
March	401	7.5	431	(2.6)	420	(5.2)	398		
April	447	7.2	479	(0.8)	475	(1.5)	468		
May	485	10.3	535	0.6	536	(0.6)	535		
Total Year	5,458	4.9	5,723	0.3	5,739	(0.4)	5,716		
June-Feb	4,125	3.7	4,278	0.7	4,306	0.2	4,315	2.2	4,408

PA 60

Passenger Cars

Month	2005-06	% Chg	2006-07	% Chg	2007-06	% Chg	2008-09	% Chg	2009-10
June	553	(2.2)	641	22.9	665	(2.4)	649	(1.4)	840
July	587	(4.4)	561	23.7	694	0.3	696	(3.3)	673
Aug.	575	(2.1)	563	26.5	712	(1.1)	704	(5.1)	668
Sept.	507	2.0	517	25.7	650	(2.9)	631	(1.4)	622
Oct.	519	2.9	534	25.1	668	(1.8)	656	(1.8)	644
Nov.	501	1.2	507	21.5	616	(3.7)	593	0.3	595
Dec.	492	3.9	511	15.3	589	4.1	613	(4.9)	583
Jan.	449	0.9	453	20.3	545	(6.4)	499	0.2	500
Feb.	426	2.6	440	18.0	519	(4.2)	497	(10.9)	443
March	499	17.6	588	1.4	596	(3.2)	577		
April	498	19.7	596	4.7	624	(5.0)	593		
May	521	24.6	649	0.9	655	(3.8)	630		
Total Year	6,129	5.4	6,460	16.6	7,533	(2.6)	7,338		
June-Feb	4,611	0.3	4,627	22.3	5,658	(2.1)	5,538	(3.1)	5,368

Commercial Vehicles

Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	78	2.6	80	25.0	100	(2.0)	98	(14.3)	84
July	75	(2.7)	73	26.0	92	12.0	103	(15.5)	67
Aug.	79	3.8	82	20.7	99	3.0	102	(13.7)	68
Sept.	74	(2.7)	72	23.6	69	10.1	98	(14.3)	84
Oct.	71	4.2	74	33.8	99	(2.0)	97	(13.4)	84
Nov.	64	3.1	66	28.8	85	(11.8)	75	(5.3)	71
Dec.	57	7.0	61	14.6	70	2.9	72	(6.9)	67
Jan.	58	10.3	64	26.6	81	(18.5)	66	(1.5)	65
Feb.	54	11.1	60	26.7	76	(17.1)	83	9.5	69
March	67	14.9	77	5.2	81	(8.6)	74		
April	68	20.6	82	18.3	97	(21.6)	76		
May	76	29.5	101	(2.0)	99	(19.2)	60		
Total Year	623	8.4	692	19.7	1,068	(6.0)	1,004		
June-Feb	610	3.6	632	25.2	791	(2.1)	774	(9.7)	699

Total Vehicles

Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	631	(1.6)	621	23.2	765	(2.4)	747	(3.1)	724
July	662	(4.2)	634	24.0	786	1.7	799	(4.9)	760
Aug.	654	(1.4)	845	25.7	811	(0.6)	806	(6.2)	756
Sept.	581	1.4	569	25.5	739	(1.4)	729	(3.2)	706
Oct.	590	3.1	608	26.2	767	(1.8)	753	(3.3)	726
Nov.	565	1.4	573	22.3	701	(4.7)	668	(0.3)	666
Dec.	549	4.2	572	15.2	659	3.9	685	(5.1)	650
Jan.	507	2.0	517	21.1	626	(9.7)	565	0.0	565
Feb.	482	3.7	500	19.0	595	(5.9)	560	(6.6)	512
March	566	17.5	665	1.6	677	(3.6)	651		
April	566	19.8	678	6.3	721	(7.2)	869		
May	599	25.2	750	0.5	754	(5.6)	710		
Total Year	6,952	5.8	7,352	17.0	8,601	(3.0)	6,342		
June-Feb	5,221	0.7	5,259	22.6	6,449	(2.1)	6,312	(3.9)	6,067

Total Transactions

Passenger Cars

Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	14,493	(4.9)	13,785	4.0	14,338	(2.6)	13,964	2.6	14,330
July	14,945	(5.1)	14,180	3.5	14,671	0.1	14,685	3.1	15,135
Aug.	15,024	(2.5)	14,655	4.8	15,359	(0.8)	15,234	(0.2)	15,196
Sept.	13,355	0.4	13,415	3.3	13,653	(2.8)	13,454	3.4	13,925
Oct.	13,694	2.3	14,015	3.8	14,549	(0.7)	14,450	(0.6)	14,389
Nov.	13,306	0.4	13,361	1.5	13,565	(1.8)	13,319	1.5	13,524
Dec.	12,886	2.0	13,141	(2.8)	12,777	4.2	13,308	(1.9)	13,053
Jan.	12,016	1.2	12,168	2.0	12,410	(4.5)	11,650	2.4	12,131
Feb.	11,171	(2.5)	10,896	7.5	11,715	(1.5)	11,536	(12.1)	10,138
March	13,094	(0.3)	13,060	2.0	13,316	(2.1)	13,041		0
April	12,991	1.6	13,221	1.7	13,451	1.2	13,618		0
May	13,614	4.4	14,211	(0.8)	14,095	0.5	14,167		0
Total Year	160,591	(0.3)	160,106	2.5	164,097	(0.9)	162,638		
June-Feb	120,892	(1.1)	119,616	3.0	123,235	(1.2)	121,812	(0.0)	121,601

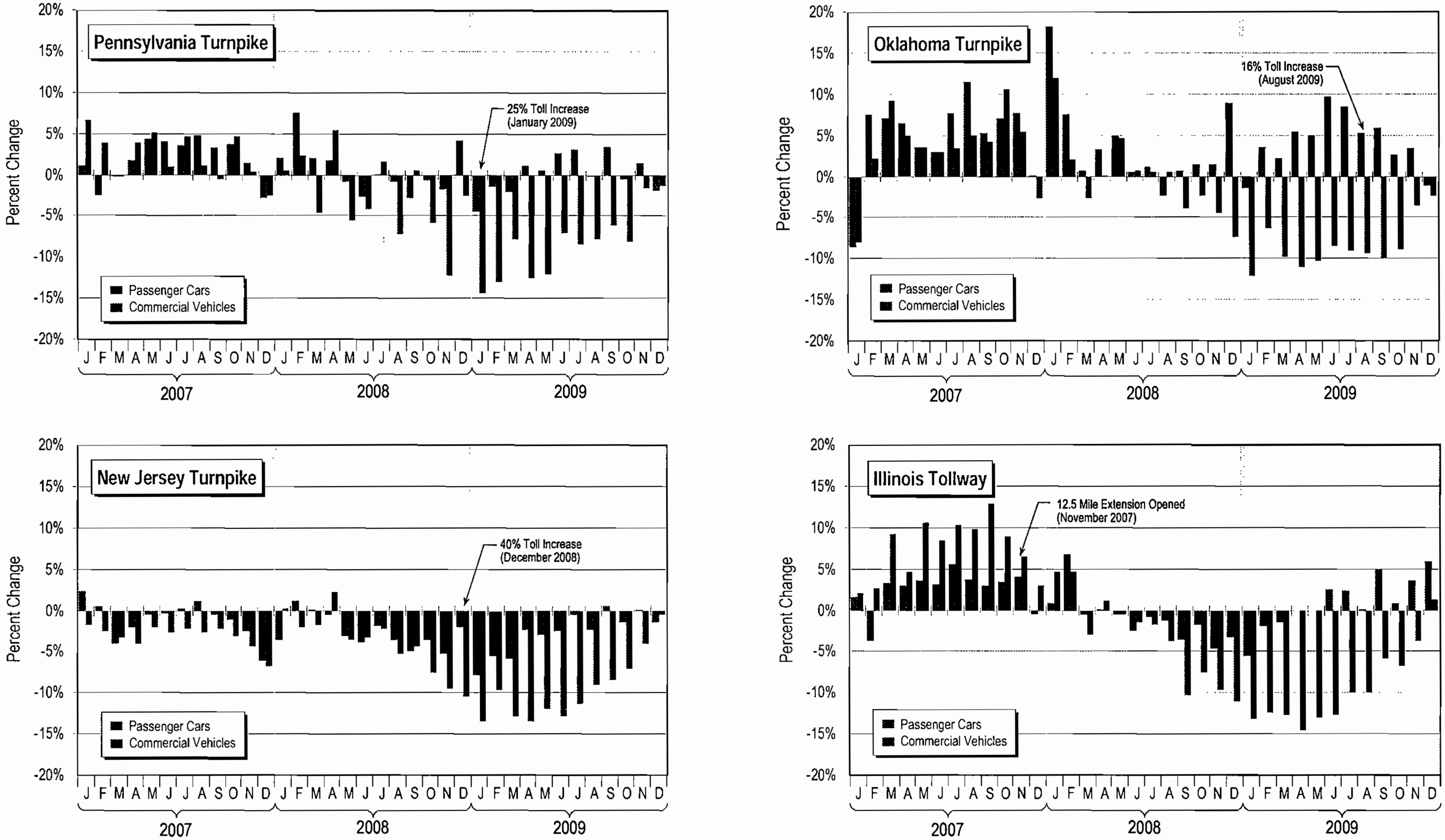
Commercial Vehicles

Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	2,339	(3.2)	2,263	1.0	2,285	(4.2)	2,190	(7.0)	2,036
July	2,196	(3.4)	2,124	4.7	2,223	1.6	2,259	(8.4)	2,070
Aug.	2,377	(0.6)	2,358	1.1	2,385	(7.3)	2,210	(7.9)	2,036
Sept.	2,233	(4.4)	2,135	(0.6)	2,122	0.5	2,133	(6.2)	2,001
Oct.	2,224	0.8	2,241	4.7	2,347	(5.8)	2,211	(8.2)	2,030
Nov.	2,085	(2.0)	2,044	0.4	2,053	(12.3)	1,600	(1.6)	1,772
Dec.	1,962	(4.0)	1,884	(2.5)	1,638	(2.5)	1,791	(1.3)	1,767
Jan.	1,647	6.6	1,969	0.6	1,980	(14.3)	1,697	(1.6)	1,666
Feb.	1,739	3.9	1,806	2.4	1,650	(13.0)	1,610	(4.6)	1,532
March	2,091	(0.3)	2,064	(4.7)	1,988	(7.6)	1,832		0
April	1,991	3.9	2,069	5.4	2,180	(12.5)	1,908		0
May	2,224	5.1	2,338	(5.6)	2,208	(12.1)	1,941		0
Total Year	25,310	0.0	25,315	0.6	25,455	(7.4)	23,582		
June-Feb	19,004	(0.9)	18,824	1.4	19,061	(6.2)	17,901	(5.5)	16,910

Total Vehicles

Month	2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	16,832	(4.7)	16,046	3.6	16,621	(2.8)	16,154	1.3	16,366
July	17,143	(4.9)	16,304	3.6	16,894	0.3	16,944	1.5	17,205
Aug.	17,401	(2.2)	17,013	4.3	17,744	(1.7)	17,444	(1.2)	17,232
Sept.	15,588	(0.2)	15,550	2.7	15,975	(2.4)	15,597	2.1	15,926
Oct.	15,916	2.1	16,256	3.9	16,696	(1.4)	16,661	(1.6)	16,399
Nov.	15,391	0.1	15,405	1.4	15,616	(3.2)	15,119	1.2	15,296
Dec.	14,848	1.2	15,025	(2.7)	14,613	3.3	15,099	(1.8)	14,820
Jan.	13,865	2.0	14,137	1.8	14,390	(5.9)	13,547	1.8	13,797
Feb.	12,910	(1.6)	12,702	6.8	13,565	(3.1)	13,146	(11.2)	11,670
March	15,185	(0.3)	15,144	1.0	15,302	(2.6)	14,873		
April	14,982	2.1	15,290	2.2	15,631	(0.7)	15,526		
May	15,836	4.5	16,549	(1.5)	16,303	(1.2)	16,108		
Total Year	165,901	(0.3)	185,423	2.2	169,552	(1.8)	186,220		
June-Feb	139,696	(1.0)	138,440	2.6	142,316	(1.8)	139,713	(0.7)	138,711

NOTES:
(1) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Findlay Connector/PA-576 and the Mon-Fayette Expy/Tpke 43 Unionville to Brownsville remained unchanged.
(2) A toll increase of 3% was implemented on January 3, 2010. Toll rates on Findlay Connector/PA-576 remained unchanged.
(3) February traffic was negatively impacted several times due to severe snowstorms.
(4) All six (6) Phase 1 projects of the Mon/Fayette Expresswway, Uniontown to Brownsville Project were completed in the fall of 2008. Phase 1 was open to traffic on October 30, 2008. This had positive traffic impacts on the Mon/Fayette Expressway.



COMPARISON OF VARIOUS STATES' MONTHLY
PASSENGER CAR AND COMMERCIAL VEHICLE TRANSACTION TRENDS

FIGURE 1

Table 4
Pennsylvania Turnpike Monthly Gross Toll Revenue Trends By Facility and Vehicle Class
Revenue In Thousands

Ticket System (Including Gateway Barrier Plaza)

Month	Passenger Cars 2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	Commercial Vehicles 2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	Total Vehicles 2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	$28,374	(2.6)	$27,631	3.7	$28,665	(5.4)	$27,110	27.5	$34,578	$24,105	3.5	$24,945	(0.9)	$24,713	(5.6)	$23,324	10.1	$25,874	$52,479	0.2	$52,576	1.5	$53,378	(5.5)	$50,434	19.5	$60,252
July	30,961	(3.6)	29,860	0.3	29,935	(2.3)	29,244	30.8	38,194	22,468	1.6	22,823	8.1	24,208	(1.6)	23,824	6.8	25,449	53,429	(1.4)	52,683	2.8	54,143	(2.0)	53,068	19.9	63,643
Aug.	30,410	(1.2)	30,032	5.4	31,655	(2.2)	30,972	25.1	38,760	24,617	4.2	25,642	1.6	26,055	(10.0)	23,439	7.8	25,276	55,027	1.2	55,674	3.7	57,710	(5.7)	54,411	17.7	64,036
Sept.	25,146	3.2	25,960	1.0	26,218	(5.9)	24,682	31.7	32,509	23,181	2.0	23,655	0.3	23,716	(3.9)	22,787	9.6	24,979	48,327	2.7	49,615	0.6	49,934	(4.9)	47,469	21.1	57,488
Oct.	26,276	1.3	26,626	(0.8)	26,410	0.3	26,482	25.3	33,193	24,005	3.9	24,930	3.6	25,828	(9.1)	23,477	8.1	25,385	50,283	2.5	51,558	1.3	52,238	(4.4)	49,959	17.3	58,578
Nov.	25,590	1.8	26,055	(1.5)	25,673	(1.5)	25,296	27.8	32,323	22,450	1.8	22,847	0.1	22,865	(15.7)	19,267	14.7	22,107	48,040	1.8	48,902	(0.7)	48,538	(8.2)	44,563	22.1	54,430
Dec.	24,088	4.5	25,160	(6.3)	23,564	4.4	24,612	22.6	30,228	21,840	(2.1)	21,378	(0.9)	21,193	(9.2)	19,244	17.3	22,568	45,926	1.3	46,538	(3.8)	44,757	(2.0)	43,856	20.4	52,796
Jan.	21,621	(0.9)	21,434	(1.2)	21,182	20.8	25,598	7.6	27,544	21,618	4.7	22,636	1.3	22,929	0.4	23,010	(3.1)	22,295	43,239	1.9	44,070	0.1	44,111	10.2	46,606	2.5	49,839
Feb.	19,904	(6.6)	16,197	6.2	19,687	26.4	24,894	(11.8)	21,950	20,479	9.9	22,507	(4.5)	21,504	1.0	21,716	(5.0)	20,628	40,383	0.8	40,704	1.2	41,191	13.2	46,610	(8.7)	42,578
March	23,902	(1.6)	23,511	0.5	23,622	22.4	28,925			24,279	0.9	24,497	(4.7)	23,336	3.6	24,179			48,181	(0.4)	46,008	(2.2)	46,958	13.1	53,104		
April	21,726	3.4	22,466	6.7	23,961	31.4	31,511			26,057	(0.3)	25,983	(9.3)	23,568	4.4	24,604			47,783	1.4	46,449	(1.9)	47,549	18.0	58,115		
May	26,202	3.5	27,118	(1.5)	26,706	26.5	33,794			24,538	4.2	25,559	(7.7)	23,597	4.5	24,657			50,738	3.8	52,677	(4.5)	50,303	16.2	58,451		
Total Year	$304,202	(0.0)	$304,052	1.1	$307,298	8.4	$333,120			$279,635	2.8	$287,402	(1.4)	$283,512	(3.5)	$273,528			$583,837	1.3	$591,454	(0.1)	$590,610	2.7	$606,648		
June-Feb	$232,372	(0.6)	$230,957	0.9	$232,989	2.5	$238,890	21.1	$269,279	$204,763	3.2	$211,363	0.8	$213,011	(6.1)	$200,088	7.1	$214,361	$437,135	1.2	$442,320	0.8	$446,000	(1.6)	$438,978	14.7	$503,640

PA 43 (Mon Fayette Expressway)

Month	Passenger Cars 2005-06	% Chg	2006-07	% Chg	2007-06	% Chg	2008-09	% Chg	2009-10	Commercial Vehicles 2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	Total Vehicles 2005-06	% Chg	2006-07	% Chg	2007-06	% Chg	2008-09	% Chg	2009-10
June	$518	1.0	$523	5.0	$549	1.6	$558	39.6	$779	$54	1.9	$55	9.1	$60	25.0	$75	34.7	$101	$572	1.0	$576	5.4	$609	3.9	$633	39.0	$880
July	523	2.9	538	3.7	558	4.5	583	39.8	615	51	2.0	52	19.2	62	29.0	60	45.0	116	574	2.8	590	5.1	620	6.9	683	40.4	931
Aug.	554	5.6	585	3.9	608	3.5	629	33.7	841	55	1.6	66	12.5	63	25.4	79	83.3	129	609	5.3	841	4.7	671	5.5	708	37.0	970
Sept.	556	6.5	592	1.4	600	4.2	625	35.6	849	49	2.0	50	10.0	55	36.4	75	64.0	123	605	6.1	642	2.0	655	6.9	700	38.9	972
Oct.	573	7.5	616	2.6	632	7.6	681	30.8	891	46	14.6	55	12.7	62	27.4	79	51.9	120	621	8.1	671	3.4	694	9.5	760	33.0	1,011
Nov.	532	5.6	562	1.4	570	13.7	648	23.8	602	42	14.3	48	4.2	50	44.0	72	45.8	105	574	6.3	610	1.6	620	16.1	720	26.0	907
Dec.	520	6.7	555	(3.2)	537	19.7	643	20.5	775	37	10.8	41	(2.4)	40	60.0	64	43.8	92	557	7.0	596	(3.2)	577	22.5	707	22.6	667
Jan.	490	4.3	511	2.7	525	32.8	697	4.7	730	36	8.3	39	15.4	45	82.2	73	16.4	65	526	4.6	550	3.8	570	35.1	770	5.6	815
Feb.	476	0.2	479	9.0	522	37.0	715	(6.4)	669	35	8.6	36	26.3	48	70.8	62	(9.6)	74	513	0.8	517	10.3	570	39.6	797	(8.6)	743
March	536	4.5	562	(1.4)	554	43.3	794			46	0.0	46	4.3	46	69.6	91			584	4.1	608	(1.0)	602	47.0	685		
April	539	3.3	557	5.2	586	39.1	815			47	2.1	46	20.8	56	55.2	90			586	3.2	605	6.4	644	40.5	905		
May	541	6.6	578	0.3	580	35.7	787			52	7.7	56	17.9	66	36.4	90			593	6.9	634	1.9	648	35.8	877		
Total Year	$6,362	4.7	$6,656	2.4	$6,621	19.9	$8,175			$552	5.6	$584	12.5	$657	44.6	$950			$6,914	4.7	$7,242	3.3	$7,476	22.0	$9,125		
June-Feb	$4,744	4.6	$4,961	2.6	$5,101	13.3	$5,779	23.7	$7,151	$407	6.6	$434	11.8	$485	40.0	$679	39.2	$945	$5,151	4.7	$5,395	3.5	$5,566	15.6	$6,456	25.4	$6,096

PA 66

Month	Passenger Cars 2005-06	% Chg	2006-07	% Chg	2007-06	% Chg	2008-09	% Chg	2009-10	Commercial Vehicles 2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	Total Vehicles 2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	$357	7.0	$382	26.7	$484	8.5	$525	27.4	$669	$182	13.2	$206	12.6	$232	(0.9)	$230	12.6	$259	$539	9.1	$588	21.8	$716	5.4	$755	22.9	$926
July	358	18.7	425	15.8	492	10.4	543	26.5	687	171	22.8	210	9.5	230	3.0	237	13.1	268	529	20.0	635	13.7	722	6.0	780	22.4	955
Aug.	364	26.1	459	12.0	514	10.3	567	21.0	666	184	28.8	237	0.0	237	(2.5)	231	10.8	256	546	27.0	696	7.9	751	6.3	798	18.0	942
Sept.	340	30.9	445	12.6	502	6.6	535	25.0	669	163	12.6	206	3.4	213	9.4	233	13.3	264	523	24.5	651	9.6	715	7.4	768	21.5	933
Oct.	345	34.5	464	21.3	563	0.0	563	20.4	676	174	28.2	223	15.2	257	(7.4)	238	17.6	280	519	32.4	687	19.4	620	(2.3)	601	19.6	956
Nov.	326	33.1	434	18.9	516	(0.6)	513	23.8	635	146	29.1	191	7.3	205	(9.6)	185	27.0	235	474	31.9	625	15.4	721	(3.2)	698	24.6	870
Dec.	319	34.5	429	18.2	507	4.9	532	19.9	636	130	26.9	165	3.0	170	0.6	171	34.5	230	449	32.3	594	14.0	877	3.8	703	23.5	868
Jan.	302	29.5	391	21.5	475	17.7	559	5.4	589	135	28.1	173	12.1	194	2.6	199	12.6	224	437	29.1	564	18.6	669	13.3	758	7.3	613
Feb.	267	20.2	345	30.7	451	22.4	552	(5.8)	520	126	16.7	147	25.2	184	10.3	203	(0.5)	202	413	19.1	492	29.1	635	16.9	755	(4.4)	722
March	341	26.1	430	17.0	503	24.5	826			157	21.0	190	2.6	195	17.4	229			498	24.5	820	12.6	696	22.5	855		
April	352	25.0	440	18.4	521	22.5	638			159	23.3	196	13.3	222	2.7	228			511	24.5	836	18.8	743	18.6	866		
May	360	35.8	489	9.6	537	24.8	670			173	38.4	236	(4.2)	226	5.8	239			533	36.0	725	5.2	763	19.1	909		
Total Year	$4,051	26.7	$5,133	18.2	$6,065	12.5	$6,823			$1,922	23.6	$2,380	7.8	$2,565	2.3	$2,623			$5,973	25.8	$7,513	14.9	$8,630	9.5	$9,448		
June-Feb	$2,998	25.9	$3,774	19.3	$4,504	6.5	$4,889	18.0	$5,771	$1,433	22.7	$1,758	9.3	$1,922	0.3	$1,927	15.1	$2,218	$4,431	24.8	$5,532	18.2	$8,426	8.1	$6,616	17.2	$7,969

Northeast Extension Barrier Plazas Only

Month	Passenger Cars 2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	Commercial Vehicles 2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	Total Vehicles 2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	$215	(3.7)	$207	3.9	$215	1.4	$218	29.4	$282	$198	8.6	$215	4.7	$225	(2.2)	$220	24.5	$274	$413	2.2	$422	4.3	$440	(0.6)	$438	26.9	$556
July	263	(4.2)	252	1.6	256	1.2	259	42.9	370	166	11.8	208	5.8	220	5.0	231	26.8	293	449	2.4	480	3.5	476	2.9	490	35.3	663
Aug.	255	0.0	255	8.6	277	2.9	285	36.5	389	207	11.1	230	5.2	242	(6.6)	226	30.5	295	462	5.0	485	7.0	519	(1.5)	511	33.9	684
Sept.	196	6.1	208	2.9	214	(6.1)	201	40.8	283	194	11.9	217	1.8	221	3.6	229	23.1	282	390	9.0	425	2.4	435	(1.1)	430	31.4	565
Oct.	196	11.2	218	(3.7)	210	2.9	216	26.4	273	197	16.2	229	2.8	235	(3.0)	228	18.9	271	393	13.7	447	(0.4)	445	(0.2)	444	22.5	544
Nov.	190	7.9	205	(4.4)	196	0.5	197	29.9	256	190	8.9	207	(5.3)	196	(6.1)	184	22.8	226	380	8.4	412	(4.9)	392	(2.8)	381	26.5	482
Dec.	169	6.9	184	(9.6)	166	7.8	179	24.0	222	172	7.6	185	(2.7)	160	1.7	163	25.1	229	341	8.2	369	(6.2)	346	4.6	362	24.6	451
Jan.	145	4.6	152	(2.0)	149	20.1	179	11.2	199	174	13.2	197	(2.0)	193	8.3	209	6.7	223	319	9.4	349	(2.0)	342	13.5	368	8.6	422
Feb.	142	(9.9)	128	11.7	143	29.4	185	(7.6)	171	185	6.7	176	5.7	186	9.1	203	0.0	203	307	(1.0)	304	8.2	329	17.9	368	(3.6)	374
March	168	6.5	179	(1.1)	177	22.0	216			195	11.6	216	(10.6)	195	17.9	230			363	9.4	397	(6.3)	372	19.9	446		
April	192	5.2	202	(2.0)	198	29.8	257			191	16.2	222	5.4	234	6.6	250			383	10.7	424	1.9	432	17.4	507		
May	206	6.7	224	1.6	228	28.5	293			214	15.4	247	(4.5)	238	16.1	274			420	12.1	471	(1.5)	464	22.2	567		
Total Year	$2,337	3.3	$2,414	0.6	$2,429	10.6	$2,685			$2,283	11.7	$2,551	0.5	$2,583	4.1	$2,667			$4,620	7.5	$4,965	0.5	$4,992	7.2	$5,352		
June-Feb	$1,771	2.1	$1,609	0.9	$1,826	5.1	$1,919	27.4	$2,445	$1,663	10.8	$1,684	1.8	$1,698	0.6	$1,913	20.0	$2,296	$3,454	6.3	$3,673	1.4	$3,724	2.9	$3,832	23.7	$4,741

PA 60

Month	Passenger Cars 2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2006-09	% Chg	2009-10	Commercial Vehicles 2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	Total Vehicles 2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	$369	(1.5)	$363	18.6	$455	(2.8)	$443	26.6	$561	$161	5.6	$170	22.9	$209	(11.0)	$166	10.2	$205	$550	0.5	$553	20.1	$664	(5.3)	$629	21.8	$758
July	414	(3.9)	396	19.3	475	0.6	476	23.4	590	152	1.3	154	14.3	176	12.5	196	6.1	210	566	(2.5)	552	17.9	651	3.8	676	16.3	800
Aug.	405	(1.7)	398	22.4	487	(0.6)	484	21.1	586	163	6.1	173	9.6	190	2.6	195	10.8	216	568	0.5	571	18.8	677	0.3	679	18.1	802
Sept.	357	2.8	367	21.3	445	(2.7)	433	25.9	545	156	(2.6)	152	12.5	171	10.5	189	7.9	204	513	1.2	519	18.7	616	1.0	622	20.4	749
Oct.	366	3.0	377	21.2	457	(1.5)	450	25.1	563	150	6.0	159	20.1	191	(2.1)	187	8.6	203	516	3.9	536	20.9	646	(1.7)	637	20.3	766
Nov.	352	2.3	360	17.2	422	(3.6)	406	28.1	520	136	4.4	142	16.9	166	(12.7)	145	20.0	174	466	2.9	502	17.1	586	(6.3)	551	26.0	694
Dec.	346	5.2	364	10.2	401	4.7	420	21.2	509	123	9.8	135	0.7	136	4.4	142	19.0	169	469	6.4	499	7.6	537	4.7	562	20.8	676
Jan.	316	1.9	322	15.6	373	13.7	424	7.5	456	128	11.7	143	12.6	161	0.6	162	5.6	171	444	4.7	465	14.8	534	9.7	586	7.0	627
Feb.	300	1.0	303	16.5	353	22.7	433	(6.7)	404	119	10.9	132	14.4	151	7.3	182	11.1	180	419	3.8	435	15.9	504	18.1	595	(1.8)	564
March	351	14.5	402	1.0	406	24.4	505			149	12.8	166	(3.6)	162	14.6	186			500	14.0	570	(0.4)	568	21.7	691		
April	352	15.3	406	4.9	428	21.6	519			142	24.6	177	7.3	190	(1.6)	187			494	18.0	583	5.7	618	14.6	706		
May	369	20.3	444	0.9	448	22.3	546			165	29.1	213	(11.3)	189	1.6	192			534	23.0	657	(3.0)	637	16.2	740		
Total Year	$4,317	4.8	$4,524	13.6	$5,148	7.7	$5,543			$1,744	10.0	$1,918	9.1	$2,092	1.9	$2,131			$6,061	6.3	$6,442	12.4	$7,240	6.0	$7,674		
June-Feb	$3,245	0.6	$3,272	18.2	$3,868	2.7	$3,971	19.2	$4,734	$1,286	5.6	$1,360	14.0	$1,551	1.0	$1,566	10.8	$1,732	$4,533	2.2	$4,632	17.0	$5,419	2.2	$5,537	16.6	$6,468

Total Revenues

Month	Passenger Cars 2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	Commercial Vehicles 2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	Total Vehicles 2005-06	% Chg	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10
June	$29,853	(2.4)	$29,126	4.3	$30,368	(5.0)	$28,854	27.8	$36,869	$24,700	3.6	$25,591	(0.8)	$25,439	(5.5)	$24,035	10.3	$26,513	$54,553	0.3	$54,717	2.0	$55,807	(5.2)	$52,889	19.8	$63,362
July	32,519	(3.2)	31,473	0.6	31,718	(1.9)	31,107	30.7	40,656	23,026	1.8	23,447	6.2	24,896	(1.3)	24,570	7.2	26,336	55,547	(1.1)	54,920	3.1	56,612	(1.7)	55,677	20.3	66,992
Aug.	31,968	(0.6)	31,729	5.7	33,541	(1.8)	32,937	25.3	41,262	25,226	4.4	26,338	1.7	26,787	(9.6)	24,170	8.3	26,172	57,214	1.5	58,067	3.9	60,328	(5.3)	57,107	16.1	67,434
Sept.	26,595	3.7	27,572	1.5	27,979	(5.4)	26,476	31.6	34,855	23,763	2.2	24,280	0.4	24,376	(3.5)	23,513	9.9	25,852	50,358	3.0	51,852	1.0	52,355	(4.5)	49,989	21.4	60,707
Oct.	27,758	2.0	28,303	(0.1)	28,272	0.4	28,392	25.4	35,598	24,574	4.2	25,596	3.6	26,573	(8.9)	24,209	8.5	26,259	52,332	3.0	53,899	1.8	54,845	(4.1)	52,601	17.6	61,857
Nov.	26,990	2.3	27,616	(0.9)	27,377	(1.2)	27,060	27.6	34,538	22,966	2.0	23,435	0.2	23,482	(15.6)	19,853	15.1	22,847	49,956	2.2	51,051	(0.4)	50,859	(7.6)	46,913	22.3	57,383
Dec.	25,442	4.9	26,692	(5.7)	25,175	4.8	26,386	22.7	32,372	22,302	(1.8)	21,904	(0.6)	21,719	(8.8)	19,804	17.6	23,286	47,744	1.8	48,596	(3.5)	46,894	(1.5)	46,190	20.5	55,660
Jan.	22,874	(0.3)	22,810	(0.5)	22,704	20.9	27,457	7.5	29,518	22,091	5.0	23,188	1.4	23,522	0.6	23,553	(2.6)	22,998	44,965	2.3	45,998	0.5	46,226	10.6	51,110	2.8	52,516
Feb.	21,111	(7.9)	19,452	8.8	21,156	26.6	26,779	(11.4)	23,714	20,924	9.9	23,000	(4.0)	22,073	1.3	22,366	(4.8)	21,287	42,035	1.0	42,452	1.8	43,229	13.7	49,145	(8.4)	45,001
March	25,300	(0.9)	25,064	0.7	25,262	23.0	31,066		0	24,826	1.2	25,119	(4.7)	23,936	4.1	24,915		0	50,126	0.2	50,203	(2.0)	49,198	13.8	55,981		
April	23,161	3.9	24,071	6.8	25,712	31.2	33,740		0	26,596	0.1	26,626	(6.8)	24,272	4.5	25,359		0	49,757	1.9	50,697	(1.4)	49,964	18.2	59,099		
May	27,676	4.2	28,853	(1.2)	28,499	26.6	36,092		0	25,140	4.7	26,311	(7.8)	24,314	4.7	25,452		0	52,816	4.4	55,164	(4.3)	52,813	16.5	61,544		
Total Year	$321,289	0.5	$322,761	1.5	$327,761	8.7	$356,346			$286,136	3.0	$294,835	(1.2)	$291,389	(3.3)	$281,899			$607,405	1.7	$617,616	0.2	$619,150	3.1	$638,245		
June-Feb	$245,130	(0.1)	$244,773	1.4	$248,286	2.9	$255,448	21.1	$309,380	$209,574	3.4	$216,779	1.0	$218,867	(5.6)	$206,173	7.5	$221,552	$454,704	1.5	$461,552	1.2	$467,155	(1.2)	$481,621	15.0	$530,932

NOTES:
(1) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Findlay Connector/PA-576 and the Mon-Fayette Expy/Tpke 43 Unionville to Brownsville remained unchanged.
(2) A toll increase of 3% was implemented on January 3, 2010. Toll rates on Findlay Connector/PA-576 remained unchanged.
(3) February traffic was negatively impacted several times due to severe snowstorms.
(4) All six (6) Phase 1 projects of the Mon/Fayette Expressway, Uniontown to Brownsville Project were completed in the fall of 2008. Phase 1 was open to traffic on October 30, 2008. This had positive traffic impacts on the Mon/Fayette Expressway.

Table 5

Comparison of Estimated and Actual Traffic Volumes and Toll Revenue
From December 2009 through February 2010 (1)
Pennsylvania Turnpike System

Facility	Total Traffic (in Thousands) Estimated	Actual	Actual % of Estimated	Total Toll Revenue (in Thousands) Estimated	Actual	Actual % of Estimated
			Passenger Cars			
Ticket and Gateway Barrier	159,683	163,981	2.7	$435,072	$458,613	5.4
PA 43	11,308	12,070	6.7	10,907	11,601	6.4
PA 66	8,613	8,589	(0.3)	9,330	9,349	0.2
Northeast Extension	5,751	5,902	2.6	3,565	3,753	5.3
PA 60	8,833	8,777	(0.6)	7,476	7,585	1.5
Total System	194,188	199,318	2.6	$466,350	$490,901	5.3
			Commercial Vehicles			
Ticket and Gateway Barrier	24,503	23,978	(2.1)	$381,511	$351,761	(7.8)
PA 43	439	502	14.4	1,208	1,436	18.9
PA 66	1,085	1,067	(1.6)	3,650	3,488	(4.4)
Northeast Extension	1,013	1,009	(0.4)	3,659	3,645	(0.4)
PA 60	1,251	1,130	(9.6)	3,020	2,763	(8.5)
Total System	28,290	27,687	(2.1)	$393,048	$363,094	(7.6)
			Total Vehicles			
Ticket and Gateway Barrier	184,186	187,959	2.0	$816,583	$810,374	(0.8)
PA 43	11,747	12,572	7.0	12,115	13,037	7.6
PA 66	9,697	9,657	(0.4)	12,980	12,837	(1.1)
Northeast Extension	6,764	6,912	2.2	7,224	7,399	2.4
PA 60	10,084	9,907	(1.8)	10,496	10,348	(1.4)
Total System	222,479	227,006	2.0	$859,398	$853,995	(0.6)

(1) This 15 month period corresponds to the period for which actual data currently exists, but was estimated at the time of WSA's January 6, 2009 Traffic and Toll Revenue Study.

Table 6

Near Term GDP and Total Turnpike Traffic Estimates

Percent Change over Previous Year

Year	Gross Domestic Product Growth (1)	Total Penn Turnpike Traffic Growth (2)
2008	0.4	2.2
2009	(2.4)	(1.8)
2010	2.8	(0.5)
2011	3.6	1.3
2012	5.0	3.8
2013	3.5	3.3
2014	2.6	2.9

(1) GDP percent changes are based on constant dollars. 2008 and 2009 data are from the US Bureau of Economic Analysis. Forecast data (2010-2014) is from Moody's Economy.com baseline forecast (February 2010).
(2) Traffic growth estimates are based on fiscal year basis. Thus, for example, year 2010 traffic growth data reflects the growth in FY 2009-10 over FY 2008-09.

Table 7

Estimated Annual Traffic and Gross Toll Revenue
Pennsylvania Turnpike: Ticket System Only

Traffic and Toll Revenue in Thousands

	Annual Traffic			Annual Gross Toll Revenue		
Fiscal Year	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles
2007-08 (1)	136,018	22,253	158,271	$307,299	$283,511	$590,810
2008-09 (1)(2)	133,797	20,449	154,246	333,121	273,528	606,649
2009-10 (3)	133,902	19,396	153,298	386,821	288,104	674,925
2010-11 (4)	136,142	19,043	155,185	404,745	291,421	696,166
2011-12 (4)	140,907	19,900	160,807	431,478	313,671	745,149
2012-13 (4)	145,134	20,756	165,890	457,755	336,973	794,728
2013-14 (4)	148,763	21,586	170,349	483,275	360,966	844,241
2014-15 (4)	152,184	22,342	174,526	509,222	384,808	894,030
2015-16 (4)	155,380	23,012	178,392	535,513	408,243	943,756
2016-17 (4)	158,643	23,679	182,322	563,162	432,684	995,846
2017-18 (4)	161,975	24,342	186,317	592,238	458,143	1,050,381
2018-19 (4)	165,214	25,024	190,238	622,205	485,100	1,107,305
2019-20 (4)	168,519	25,699	194,218	653,689	513,144	1,166,833
2020-21 (4)	171,889	26,393	198,282	686,765	542,809	1,229,574
2021-22 (4)	175,155	27,106	202,261	720,808	574,189	1,294,997
2022-23 (4)	178,483	27,811	206,294	756,539	606,791	1,363,330
2023-24 (4)	181,874	28,534	210,408	794,041	641,245	1,435,286
2024-25 (4)	185,329	29,276	214,605	833,401	677,655	1,511,056
2025-26 (4)	188,665	30,037	218,702	873,854	716,132	1,589,986
2026-27 (4)	192,061	30,788	222,849	916,271	756,056	1,672,327
2027-28 (4)	195,518	31,557	227,075	960,747	798,206	1,758,953
2028-29 (4)	199,038	32,346	231,384	1,007,382	842,706	1,850,088
2029-30 (4)	202,621	33,155	235,776	1,056,280	889,687	1,945,967
2030-31 (4)	206,268	33,984	240,252	1,107,552	939,287	2,046,839
2031-32 (4)	209,424	34,706	244,130	1,158,232	988,027	2,146,259
2032-33 (4)	212,628	35,444	248,072	1,211,230	1,039,297	2,250,527
2033-34 (4)	215,881	36,197	252,078	1,266,654	1,093,227	2,359,881
2034-35 (4)	219,184	36,966	256,150	1,324,614	1,149,955	2,474,569

(1) Reflects actual traffic and revenue experience.

(2) A 25 percent toll rate increase was implemented on January 4, 2009.

(3) A 3 percent toll increase was implemented on January 3, 2010. FY 2009-10 contains 9 months of actual experience.

(4) Assumes implementation of a 3 percent rate increase on or about January 1 of the indicated year.

Table 8

Estimated Annual Traffic and Gross Toll Revenue
Pennsylvania Turnpike: Barrier System Only

Traffic and Toll Revenue in Thousands

Fiscal Year	Annual Traffic: Passenger Cars	Annual Traffic: Commercial Vehicles	Annual Traffic: Total Vehicles	Annual Gross Toll Revenue: Passenger Cars	Annual Gross Toll Revenue: Commercial Vehicles	Annual Gross Toll Revenue: Total Vehicles
2007-08 (1)	28,078	3,201	31,279	$20,462	$7,878	$28,340
2008-09 (1)(2)	28,841	3,134	31,975	23,225	8,371	31,596
2009-10 (3)	28,936	3,077	32,013	27,009	9,572	36,581
2010-11 (4)	29,426	3,114	32,540	28,281	9,989	38,270
2011-12 (4)	30,749	3,262	34,011	30,458	10,771	41,229
2012-13 (4)	32,054	3,400	35,454	32,727	11,557	44,284
2013-14 (4)	33,255	3,528	36,783	34,998	12,350	47,348
2014-15 (4)	34,473	3,647	38,120	37,405	13,146	50,551
2015-16 (4)	35,698	3,760	39,458	39,937	13,956	53,893
2016-17 (4)	36,969	3,868	40,837	42,642	14,784	57,426
2017-18 (4)	38,250	3,973	42,223	45,488	15,636	61,124
2018-19 (4)	39,578	4,079	43,657	48,527	16,532	65,059
2019-20 (4)	40,954	4,186	45,140	51,770	17,468	69,238
2020-21 (4)	42,339	4,295	46,634	55,179	18,451	73,630
2021-22 (4)	43,773	4,406	48,179	58,814	19,490	78,304
2022-23 (4)	45,215	4,517	49,732	62,631	20,574	83,205
2023-24 (4)	46,667	4,631	51,298	66,640	21,718	88,358
2024-25 (4)	48,169	4,748	52,917	70,908	22,927	93,835
2025-26 (4)	49,680	4,867	54,547	75,385	24,202	99,587
2026-27 (4)	51,197	4,986	56,183	80,078	25,532	105,610
2027-28 (4)	52,711	5,109	57,820	84,982	26,935	111,917
2028-29 (4)	54,272	5,234	59,506	90,189	28,415	118,604
2029-30 (4)	55,834	5,362	61,196	95,633	29,976	125,609
2030-31 (4)	57,394	5,493	62,887	101,317	31,624	132,941
2031-32 (4)	58,757	5,607	64,364	106,835	33,249	140,084
2032-33 (4)	60,152	5,724	65,876	112,653	34,958	147,611
2033-34 (4)	61,581	5,842	67,423	118,789	36,754	155,543
2034-35 (4)	63,044	5,964	69,007	125,258	38,643	163,901

(1) Reflects actual traffic and revenue experience.

(2) A 25 percent toll rate increase was implemented on January 4, 2009.

(3) A 3 percent toll increase was implemented on January 3, 2010. FY 2009-10 contains 9 months of actual experience.

(4) Assumes implementation of a 3 percent rate increase on or about January 1 of the indicated year.

Table 9

Estimated Annual Traffic and Gross Toll Revenue
Pennsylvania Turnpike: Total System

Traffic and Revenue in Thousands

Fiscal Year	Annual Traffic: Passenger Cars	Annual Traffic: Commercial Vehicles	Annual Traffic: Total Vehicles	Annual Gross Toll Revenue: Passenger Cars	Annual Gross Toll Revenue: Commercial Vehicles	Annual Gross Toll Revenue: Total Vehicles	Discounts and Adjustments (5)	Adjusted Annual Gross Revenue
2007-08 (1)	164,096	25,454	189,550	$327,761	$291,389	$619,150	($20,224)	$598,926
2008-09 (1)(2)	162,638	23,583	186,221	356,346	281,899	638,245	(22,640)	615,605
2009-10 (3)	162,838	22,473	185,311	413,830	297,676	711,506	(23,480)	688,026
2010-11 (4)	165,568	22,157	187,725	433,026	301,410	734,436	(24,236)	710,200
2011-12 (4)	171,656	23,162	194,818	461,936	324,442	786,378	(25,950)	760,428
2012-13 (4)	177,188	24,156	201,344	490,482	348,530	839,012	(27,687)	811,325
2013-14 (4)	182,018	25,114	207,132	518,273	373,316	891,589	(29,422)	862,167
2014-15 (4)	186,657	25,989	212,646	546,627	397,954	944,581	(31,171)	913,410
2015-16 (4)	191,078	26,772	217,850	575,450	422,199	997,649	(32,922)	964,727
2016-17 (4)	195,612	27,547	223,159	605,804	447,468	1,053,272	(34,758)	1,018,514
2017-18 (4)	200,225	28,315	228,540	637,726	473,779	1,111,505	(36,680)	1,074,825
2018-19 (4)	204,792	29,103	233,895	670,732	501,632	1,172,364	(38,688)	1,133,676
2019-20 (4)	209,473	29,885	239,358	705,459	530,612	1,236,071	(40,790)	1,195,281
2020-21 (4)	214,228	30,688	244,916	741,944	561,260	1,303,204	(43,006)	1,260,198
2021-22 (4)	218,928	31,512	250,440	779,622	593,679	1,373,301	(45,319)	1,327,982
2022-23 (4)	223,698	32,328	256,026	819,170	627,365	1,446,535	(47,736)	1,398,799
2023-24 (4)	228,541	33,165	261,706	860,681	662,963	1,523,644	(50,280)	1,473,364
2024-25 (4)	233,498	34,024	267,522	904,309	700,582	1,604,891	(52,961)	1,551,930
2025-26 (4)	238,345	34,904	273,249	949,239	740,334	1,689,573	(55,756)	1,633,817
2026-27 (4)	243,258	35,774	279,032	996,349	781,588	1,777,937	(58,672)	1,719,265
2027-28 (4)	248,229	36,666	284,895	1,045,729	825,141	1,870,870	(61,739)	1,809,131
2028-29 (4)	253,310	37,580	290,890	1,097,571	871,121	1,968,692	(64,967)	1,903,725
2029-30 (4)	258,455	38,517	296,972	1,151,913	919,663	2,071,576	(68,362)	2,003,214
2030-31 (4)	263,662	39,477	303,139	1,208,869	970,911	2,179,780	(71,933)	2,107,847
2031-32 (4)	268,181	40,313	308,494	1,265,066	1,021,276	2,286,343	(75,449)	2,210,894
2032-33 (4)	272,780	41,167	313,948	1,323,884	1,074,255	2,398,138	(79,139)	2,319,000
2033-34 (4)	277,462	42,040	319,501	1,385,443	1,129,981	2,515,424	(83,009)	2,432,415
2034-35 (4)	282,227	42,930	325,157	1,449,872	1,188,598	2,638,470	(87,070)	2,551,401

(1) Reflects actual traffic, revenue, and discounts and adjustments experience.
(2) A 25 percent toll rate increase was implemented on January 4, 2009.
(3) A 3 percent toll increase was implemented on January 3, 2010. FY 2009-10 contains 9 months of actual experience.
(4) Assumes implementation of a 3 percent rate increase on or about January 1 of the indicated year.
(5) Discounts and adjustments are based on actual experience from FY 2007-08 through the first nine months of FY 2009-10. Discounts and adjustments averaged 3.3 percent of gross toll revenue over this period and this figure is used to estimate these values through the forecast period.

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February 22, 2011

Mr. Nikolaus Grieshaber
Chief Financial Officer
Pennsylvania Turnpike Commission
700 South Eisenhower Boulevard
Middletown, PA 17057

Re: Pennsylvania Turnpike 2011 Traffic and Toll Revenue Bring Down Letter

Dear Mr. Grieshaber:

It is our understanding that the Pennsylvania Turnpike Commission (PTC) will be going to the bond market in the next few months in order to support the Turnpike's ongoing capital improvement program and other funding requirements. Wilbur Smith Associates (WSA) developed a 2010 Bring Down Letter, dated March 30, 2010, that updated a detailed Traffic and Toll Revenue Update Study for PTC dated January 6, 2009. Several significant events have occurred since the last year's Bring Down Letter. A toll rate increase of three percent for E-ZPass customers, and ten percent for non E-ZPass customers was implemented on January 2, 2011. This is the first time E-ZPass customers will pay less than cash customers to travel on the Pennsylvania Turnpike. In addition, a modification was made to the post-paid, commercial-volume-discount program, which also went into effect on January 2, 2011. Before the change, post-paid commercial E-ZPass customers could receive the following discounts based on the amount of their monthly tolls:

- $1,000.00 - $5,000.00 in monthly tolls are eligible for a 10 percent discount;
- $5,000.01 - $10,000.00 in monthly tolls are eligible for a 15 percent discount; and
- $10,000.01 and over are eligible for a 20 percent discount in tolls.

As of January 2, 2011 the available discounts were reduced by 5 percentage points for each category, resulting in the following discounts for post-paid commercial E-ZPass customers:

- $1,000.00 - $5,000.00 in monthly tolls are eligible for a 5 percent discount;
- $5,000.01 - $10,000.00 in monthly tolls are eligible for a 10 percent discount; and
- $10,000.01 and over are eligible for a 15 percent discount in tolls.

Lastly, the U.S. economy slowly expanded in 2010 compared to 2009, although unemployment rates continued to be a concern. The purpose of this Bring Down Letter is to provide an update of Turnpike

System traffic and toll revenue trends since the March 2010 study, review actual versus estimated traffic and revenue over that period, and to provide updated forecasts of Turnpike traffic and toll revenue.

The forecast period in this update is extended to FY 2035-36 (the forecast period in the March 2010 study ended in FY 2034-35). Consistent with the March 2010 analysis, it is assumed that an annual three percent toll increase would be implemented on or around January 1 of each year for all the forecast years from FY 2011-12 through FY 2035-36. The estimated impacts of the actual toll increase (3 percent for E-ZPass customers and 10 percent for non E-ZPass customers) were taken into account in the traffic and revenue forecasts, as were the estimated impacts associated with the modified commercial discount program.

While this Bring Down Letter provides details on the Turnpike System, the original January 2009 report should be consulted for a detailed summary and review of socioeconomic trends and forecasts for the state, region and country. Additional information regarding the Turnpike, such as historical toll rate increases, sample toll rates, E-ZPass market share, and more, are also provided in the January 2009 report. The underlying economic assumptions in that report remain unchanged from this point forward regarding the assumed length and severity of the economic downturn. The purpose of this analysis is to update the forecast to reflect the most current actual traffic and toll revenue experience and to make any necessary short term adjustments to the forecasts based on that experience.

Ticket System Traffic Trends Between 1990 and 2010

Table 1 identifies average annual daily traffic trends for each of the ticket system locations between 1990 and 2010. 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 are shown for various periods. Relatively strong growth was experienced during the first decade (1990-2000) where total passenger-car traffic grew at an annual rate of 3.2 percent. The second decade of this trend period has shown much more moderate annual growth at 1.5 percent. This is particularly affected by the most recent five-year period (2005-2010) when annual growth averaged just 0.4 percent. This is clearly the result of the recent economic downturn that has affected Pennsylvania as well as the rest of the country. Overall passenger-car growth between 1990 and 2010 has averaged 2.4 percent, including the impacts of the most recent downturn. It should also be noted that four toll increases have occurred over the time frame shown in Table 1. Rate increases were implemented in 1991 (32 percent), 2004 (43 percent), 2009 (25 percent) and 2010 (3 percent). These have had some negative impact on traffic levels over time, though as will be discussed in more detail below, the more recent impacts of the economic recession have been greater than impacts associated with the most recent toll increases.

The second portion of Table 1 shows commercial-vehicle historical traffic trends on the ticket system. As with passenger cars, the strongest period of growth for commercial vehicles has been between 1990 and 2000. Commercial traffic increased at a 3.6 percent annual rate over that period. Over the most recent ten-year period (2000-2010) traffic grew at an annual rate of 1.4 percent. This is heavily influenced by the negative 1.4 percent annual growth between 2005 and 2010 when commercial activity was particularly hard hit by the economic recession plus toll increase related impacts. Still, over the entire historical period shown, commercial traffic has increased at an average annual rate of 2.5 percent.

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.

Barrier System Traffic Trends Between 1994 and 2010

Table 2 identifies average annual daily traffic trends for each of the Turnpike barrier systems. 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.

Recent Monthly Traffic and Revenue Trends

Table 3 provides monthly traffic volumes on all facilities for FY 2006-07 through January FY 2010-11. 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 generally lower growth compared to the barrier locations. The effects of the current negative economic climate are clearly shown in this data. What is especially clear, however, is that the biggest decline was between FY 2007-08 and FY 2008-09. During that period, total passenger-car transactions declined by 0.9 percent and commercial-vehicle traffic declined by 7.4 percent. It should be pointed out that the January 2009 twenty-five percent toll increase most likely negatively impacted traffic during this period, but the biggest impact was due to the general economic climate.

Transaction data for the most recent period, FY 2010-11, is shown for the period June through January. Subtotals for this period are also shown for each fiscal year. Traffic trends for the most recent period (FY 2010-11 over FY 2009-10) show a clear improvement in Turnpike activity. Total passenger-car transactions have increased by 1.2 percent over this period systemwide, and by 1.1 percent on the ticket system. These figures include the 4.5 percent decline in passenger car transactions on the ticket system in January 2011. These decreases are primarily attributed to severe weather in January 2011 that impacted the eastern portion of the Turnpike, with a much smaller negative impact due to the toll increase implemented on January 2, 2011. Excluding January data, systemwide passenger-car transactions increased by 1.7 percent from FY 2010-11 over FY 2009-10 (June through December). Systemwide commercial-vehicle activity has returned from two prior years of declining transactions to a current increase year-to-date of 4.8 percent between FY 2010-11 and 2009-10 (June through January). Note that commercial-vehicle transactions increased in January 2011 by 2.6 percent on the ticket system, and 3.6 percent systemwide, even though there was a toll increase early in the month and in spite of the bad weather.

Figure 1 provides another perspective to recent traffic trends on the Pennsylvania Turnpike by comparing its experience with those of other toll facilities around the country. Monthly passenger-car and commercial-vehicle traffic trends are shown for the last four full calendar years for the Pennsylvania Turnpike, Oklahoma Turnpike, New Jersey Turnpike, and Illinois Tollway.

Two features are especially prominent in this figure. First are the nearly identical patterns exhibited by commercial vehicles over the last three years. Most show a peaking in negative impact by late 2008 or early 2009, with peak declines approaching 15 percent, and a return to positive growth in March 2010. Since then, commercial-vehicle traffic growth rates have been in the range of 5 to 10 percent, except on the New Jersey Turnpike where several months of growth have been interspersed among numerous months of low growth. As shown in Table 3, the positive growth trend in passenger-car and commercial-vehicle volumes are continuing on the Pennsylvania Turnpike in the current fiscal year. As recently as November 2010, passenger car and commercial traffic were up by 2.0 and 8.5 percent, respectively, over the same month in 2009. January data does show some negative growth, but, as explained above, this was heavily influenced by multiple snow storms during that period.

The second interesting feature of these graphs is that two of the facilities had toll increases near the beginning of the economic downturn (Pennsylvania Turnpike and New Jersey Turnpike) and two did not (Oklahoma Turnpike and Illinois Tollway). Yet, the overall patterns of growth are nearly identical (especially for commercial vehicles) among all four facilities. This would indicate that the impact of the rate increases have been minimal and totally eclipsed by the impact of the economic downturn.

Monthly gross toll revenue trends over the same time period are shown in Table 4 for each toll facility. The effects of the January 2009 twenty-five percent toll increase are clearly evident in this data. Passenger-car revenue growth generally ranges between 20 percent and 30 percent in calendar year 2009 over calendar year 2008. Though positive, commercial-vehicle toll revenue growth over the same period was much lower due to the larger negative traffic impacts resulting from the economic downturn. The improved picture for commercial vehicles, however, is evident by the increasingly large revenue growth throughout calendar year 2009. January 2009 commercial-vehicle toll revenue was only 0.6 percent greater than January 2008 revenue. Those percents progressively increase through December, when commercial revenue growth in 2009 was 17.6 percent greater than in 2008. On a Systemwide basis, total toll revenue increased by 3.1 percent in FY 2008-09 over FY 2007-08, including a five month impact of the January 2009 toll increase. In FY 2009-10, total toll revenue increased by 12.5 percent over the previous fiscal year. This includes seven month's impact of the 25 percent toll increase and five months of the three percent toll increase that was implemented in January 2010.

Thus far, in FY 2010-11, total gross toll revenue has increased by 6.0 percent (through January) over the prior fiscal year. During this time period, growth in commercial-vehicle revenue totaled 8.4 percent and passenger-car revenue increased by 4.3 percent. This data shows the increased growth in toll revenue due to the impacts of the toll increase implemented in January 2011, as toll revenue is growing faster than toll transactions. For example, the systemwide commercial-vehicle toll revenue increased by 8.4 percent in FY 2010-11(year-to-date) compared to the 4.8 percent increase in commercial-vehicle transactions. Similarly, total passenger-car revenue increased by 4.3 percent in FY 2010-11(year-to-date) compared to the 1.2 percent increase in passenger car transactions.

ACTUAL VERSUS ESTIMATED TRAFFIC AND TOLL REVENUE

Table 5 provides a comparison of actual traffic and toll revenue versus estimated traffic and toll revenue from WSA's March 2010 Bring Down Letter. The analysis period in this table is from March 2010 through December 2010. This ten-month period corresponds to the period for which actual data currently exists, but was estimated at the time of the last study. January 2011 traffic and revenue data was available at the time of this study, and was used in developing the future year forecasts, but was not used for the comparison made in Table 5. At the time the forecasts were developed for last year's Bring Down Letter, it was not known that the toll increase implemented in January 2011 would include a 10 percent increase for non E-ZPass customers; the assumption was for a three percent toll increase for all customers. Because of this difference in tolling, the January 2011 actual experience was not included in this comparison of actual and estimated traffic and revenue.

In general, the recovery in traffic and revenue has occurred sooner than originally estimated, particularly for commercial vehicles. Total actual passenger-car traffic and toll revenue was about 1.4 percent greater than estimated. Most of the differences fall within a relatively narrow range. Passenger-car traffic growth exceeded WSA estimates for all facilities except for the barrier portion of the Northeast Extension. Actual passenger-car traffic growth was 3.2 percent less than WSA estimates, and passenger-car toll revenue was 1.1 percent less than originally forecast.

Actual commercial-vehicle experience outperformed WSA estimates on all sections of the Turnpike. Systemwide, commercial-vehicle traffic was up 7.4 percent compared to WSA estimates, and commercial-vehicle toll revenue was up by 6.9 percent compared to WSA estimates. On the ticket system, commercial-vehicle traffic outperformed estimates by 7.0 percent, and commercial-vehicle toll revenue outperformed estimates by 6.7 percent. Commercial-vehicle traffic on PA 66 and Turnpike I-376 exceeded WSA estimates by 13.5 and 15.2 percent respectively, while toll revenue on PA 66 and Turnpike I-376 exceeded estimates by 15.5 and 20.2 percent respectively. All these percent differences generally reflect an earlier recovery in commercial vehicle activity than anticipated in the 2010 Bring Down letter.

On a total system basis, for all vehicles combined, actual traffic experience outperformed WSA estimates by 2.1 percent, and actual revenue experience outperformed estimates by 3.6 percent. The fact that commercial-vehicle traffic and revenue exceeded estimates by more than the passenger-car traffic and revenue reflects the pattern of this economic recovery, where commercial activity has been showing substantially stronger recovery than employment.

UPDATED NEAR AND LONG TERM GROWTH ESTIMATES

The comparison of WSA's recent estimates with actual experience (shown in the previous section) helped to fine tune the near term forecasts for passenger cars and commercial vehicles. The recent ten-month period from March 2010 through December 2010 showed that actual passenger-car growth had exceeded prior WSA estimates by 1.4 percent and commercial-vehicle growth had exceeded estimates by 7.4 percent. Near term forecasts have been adjusted to reflect the current economic recovery. Longer term growth estimates, beyond 2015, remain relatively unchanged from the assumptions in WSA's January 2009 Study.

Table 6 provides a comparison of actual (2009 and 2010) and estimated (2011 through 2015) percent growth in gross domestic product (GDP) and updated traffic growth forecasts. Actual GDP growth is shown on a quarterly basis for years 2009 and 2010. This helps visualize the progression in the economic recovery, and the increasing rate of recovery that occurred in 2010. As shown, GDP growth is projected to peak in 2012 at 4.0. The progression in the rate of growth for GDP is 2.9 percent in 2010 (actual), followed by 3.7 percent in 2011, 4.0 percent in 2012, 3.8 percent in 2013, and then 3.2 percent in 2014 and 2.3 percent in 2015.

It is important to note (as footnoted in Table 6) that the Turnpike traffic growth estimates are on a fiscal year basis, such that 2009 reflects the growth in traffic in FY 2008-09 compared to FY 2007-08. The first forecast year for traffic is FY 2010-11 (although eight months of this year is actual experience). As seen in Table 6, the actual and estimated traffic growth correlates quite closely to the forecast changes in GDP. Traffic volumes fell in FY 2008-09 primarily as a result of the recession. In FY 2009-10, passenger-car traffic increased by 0.6 percent, and commercial-vehicle traffic fell by 2.8 percent even as the GDP increased by 2.9 percent in 2010. In 2011 the GDP is forecast to increase by 3.7 percent. In FY 2010-11 (with 8 months actual experience), passenger-car traffic is estimated to increase by 2.2 percent, commercial-vehicle traffic is estimated to increase by 4.3 percent, and total traffic is estimated to increase by 2.5 percent over the prior year, due largely to the economic recovery. Total traffic growth is estimated to continue increasing at a rate averaging 3.6 percent in FY 2011-12, 3.5 percent in FY 2012-13, and 2.8 percent in FY 2013-14. Beyond FY 2014-15, Turnpike traffic growth is estimated to average about 2 percent growth; again, this is consistent with assumptions in the January 2009 study.

ESTIMATED TRAFFIC AND GROSS TOLL REVENUE

Traffic and toll revenue forecasts for the Pennsylvania Turnpike were refined and extended through FY 2035-36. Consistent with WSA's January 2009 Study, and the 2010 Bring Down Letter, annual toll rate adjustments of 3 percent were assumed to be implemented on, or about, January 1st of each year in all forecast years. The exception is in FY 2010-11, when an actual toll increase of 3 percent for E-ZPass customers and 10 percent for non E-ZPass customers was implemented on January 2, 2011. Toll revenue impacts due to modifications in the post-paid, commercial-volume discount program, that was implemented on January 2, 2011, were also taken into account. The following sections present the estimated traffic and revenue forecasts for the ticket system, the barrier system, and the combined system (ticket and barrier).

Ticket System: Estimated Traffic and Gross Toll Revenue - Table 7 shows the traffic and toll revenue for only the ticket system, assuming 3 percent annual toll increases. FY 2007-08, 2008-09, and 2009-10 reflect actual data and FY 2010-11 includes actual data through January 2011. Total toll transactions increase from 158.3 million to 267.8 million over the forecast period, an average annual increase of 1.9 percent. Gross toll revenue increases from $590.8 million to $2.6 billion by FY 2035-36. This amounts to an average annual increase of 5.5 percent, reflecting the impact of normal growth plus the annual rate adjustments and the toll increase implemented in January 2011 (three percent for E-ZPass customers and ten percent for non E-ZPass customers). In FY 2011-12, growth in passenger-car traffic is forecast at 3.5 percent, while passenger-car toll revenue is forecast at 7.8 percent, due to the impacts of the toll increases implemented on January 2, 2011 (3 percent increase for E-ZPass customers and 10 percent increase for non E-ZPass customers), and the assumed 3 percent increase January 2012. Similarly for commercial vehicles in FY 2011-12, growth in transactions is forecast at 3.9 percent, and growth in toll revenue is forecast at 8.0 percent.

The ticket system forecasts in Table 7 take into account the anticipated annual increases in E-ZPass participation due to normal increases through time, and due to the anticipated shift in E-ZPass participation due to the toll increase implemented on January 2, 2011, where for the first time, cash toll rates exceeded E-ZPass toll rates for the same trip on the Turnpike. In FY 2010-11 it is estimated that about 60 percent of passenger-car transactions will be made with E-ZPass, compared to about 76 percent in FY 2035-36. Regarding commercial vehicles, it is estimated that about 78 percent of transactions will be made with E-ZPass in FY 2010-11, compared to about 89 percent in FY 2035-36.

Barrier System: Estimated Traffic and Gross Toll Revenue - The same information is shown for the barrier toll systems in Table 8. Compared to the ticket system, total annual toll transactions are estimated to grow at a slightly higher average annual rate, averaging 2.8 percent over the period shown. Total barrier revenue increases at an annual rate of 6.7 percent. In FY 2007-08 barrier revenue amounts to about 4.6 percent of total Systemwide toll revenue. By FY 2035-36 that percent has increased slightly to about 6.2 percent due to the higher growth rates.

Total System (Combined Ticket and Barrier Systems): Estimated Traffic and Gross Toll Revenue - Table 9 identifies total combined transactions and gross toll revenue and also factors in estimated toll discounts and adjustments. The vast majority of the discounts and adjustments results from commercial account toll adjustments due to the Turnpike's volume discount program. As mentioned earlier in this letter, the post-paid commercial volume discount program was modified on January 2, 2011. The modification reduced the amount of discount that post-paid accounts were eligible for based on monthly tolls. Prior to the modification, based on FY 2009-10 data, the average weighted discount was 19.4 percent for all-post-paid commercial vehicle accounts. After the January 2011 modification, the average weighted discount is estimated at 14.4 percent for all-post-paid commercial vehicle accounts. This equates to an estimated 25.7 percent reduction in future discounts and adjustments through the forecast period.

The final column in Table 9 shows total adjusted annual gross toll revenue. As shown, total adjusted gross toll revenue is estimated to grow from approximately $598.9 million in FY 2007-08 to nearly $2.7 billion by FY 2035-36. This reflects an average annual growth rate in gross toll revenue of 5.6 percent. Again, this includes the impact of normal growth, annual three percent toll adjustments and the January 2011 toll increase (three percent for E-ZPass customers and ten percent for non E-ZPass customers). In the short term, in FY 2011-12, growth in passenger-car traffic is forecast at 3.5 percent, while passenger-car toll revenue is forecast at 7.9 percent, due to the impacts of the toll increases implemented on January 2, 2011 (3 percent increase for E-ZPass customers and 10 percent increase for non E-ZPass customers), and the assumed 3 percent increase in January 2012. Similarly for commercial vehicles in FY 2011-12, growth in transactions is forecast at 4.0 percent, and growth in toll revenue is forecast at 8.0 percent.

The combined system forecasts (ticket and barrier systems) in Table 9 take into account the anticipated annual increases in E-ZPass participation due to normal increases through time, and due to the anticipated shift in E-ZPass participation due to the toll increase implemented on January 2, 2011. In FY 2010-11 it is estimated that about 57 percent of passenger-car transactions will be made with E-ZPass, compared to about 78 percent in FY 2035-36. Regarding commercial vehicles, it is estimated that about 76 percent of transactions will be made with E-ZPass in FY 2010-11, compared to about 90 percent in FY 2035-36

The net impact of including the most recent traffic and revenue experience and short term growth adjustments is that total estimated traffic in FY 2010-11 is 1.8 percent greater than previously estimated, and total estimated gross toll revenue is 4.6 percent greater than previously estimated in the March 2010 Bring Down Letter. The revenue growth adjustment is greater than the traffic growth adjustment due to the higher estimated growth in commercial activity (relative to passenger car growth) and due to the 10 percent non E-ZPass rate increase in January 2011 (which was assumed to be 3 percent in the previous estimates).

* * *

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,

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Table 1
Summary of Annual Ticket System and Gateway Average Daily Transaction Trends
Pennsylvania Turnpike System

Passenger Cars By Interchange (Milepost)

Interchange	Calandar Year																					Average Annual Percent Change			
(Milepost)	1990	1991[1]	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004[2]	2005	2006	2007	2008	2009[3]	2010[4]	1990-00	2000-10	2005-10	1990-10
2[5]	6,812	6,873	6,916	6,999	7,064	7,288	7,292	7,496	7,815	7,850	7,333	8,056	9,082	13,828	16,379	15,873	16,388	16,365	16,192	16,882	17,432	0.7	9.0	1.9	4.8
10[6]					1,556	1,691	1,836	1,911	2,010	2,064	2,164	2,302	2,344									NA	NA	NA	NA
13[6]	1,825	1,740	1,654	1,581	1,507	1,488	1,516	1,604	1,743	1,759	1,771	1,824	1,860									(0.3)	NA	NA	NA
28[6]	7,363	7,414	7,445	7,519	7,574	7,819	8,232	8,569	9,211	9,369	9,399	9,940	10,183									2.5	NA	NA	NA
30[6]														7,374	11,585	11,269	11,419	11,940	12,056	12,232	12,118	NA	NA	1.5	NA
39	4,015	4,019	4,013	4,029	4,035	4,053	4,279	4,483	4,827	5,003	4,939	5,180	5,186	5,448	5,417	5,154	5,181	5,613	5,627	5,495	5,527	2.1	1.1	1.4	1.6
48	7,182	7,198	7,196	7,235	7,257	7,045	7,602	8,084	7,962	8,686	9,251	8,998	9,366	9,505	9,377	9,101	9,129	9,406	9,226	9,087	8,879	2.6	(0.4)	(0.5)	1.1
57	15,577	15,621	15,624	15,714	15,763	15,887	16,101	16,700	17,291	17,626	17,782	18,337	18,436	18,770	18,598	18,087	18,290	18,198	18,305	18,083	17,452	1.3	(0.2)	(0.7)	0.6
67	7,758	7,874	7,971	8,113	8,236	8,226	8,398	8,586	9,082	9,481	9,533	9,593	9,789	10,303	10,054	9,437	9,582	9,614	9,068	8,674	8,776	2.1	(0.8)	(1.4)	0.6
75	7,922	7,785	7,629	7,519	7,391	7,651	8,046	8,331	8,706	9,684	8,594	8,868	9,366	9,394	9,191	8,880	8,779	8,806	8,522	8,433	8,550	0.8	(0.1)	(0.8)	0.4
91	2,099	2,126	2,149	2,185	2,216	2,311	2,212	2,253	2,352	2,381	2,142	2,236	2,204	2,253	2,239	2,257	2,237	2,478	2,395	2,351	2,371	0.2	1.0	1.0	0.6
110	1,933	1,944	1,949	1,966	1,978	2,024	2,025	2,030	2,059	1,916	1,848	1,911	2,031	2,061	1,948	1,892	1,927	2,067	2,119	2,104	2,136	(0.4)	1.5	2.5	0.5
146	1,955	1,943	1,927	1,922	1,912	2,038	2,135	2,222	2,479	2,728	2,760	2,960	3,225	3,290	3,370	3,163	3,037	3,059	2,994	2,972	2,945	3.5	0.7	(1.4)	2.1
161	5,593	5,407	5,214	5,057	4,893	5,109	5,214	5,438	5,697	5,838	5,828	6,331	6,599	6,820	6,713	6,517	6,356	6,216	6,005	6,356	6,262	0.4	0.7	(0.8)	0.6
180	573	570	566	566	564	569	586	617	643	673	630	661	700	715	761	691	676	711	675	655	658	1.0	0.4	(1.0)	0.7
189	354	358	362	368	373	381	407	428	462	480	453	436	477	488	483	448	443	440	426	409	418	2.5	(0.8)	(1.4)	0.8
201	420	430	439	451	462	477	500	521	549	567	574	591	661	670	679	649	658	662	614	603	642	3.2	1.1	(0.2)	2.1
226	4,328	4,333	4,327	4,346	4,354	4,675	4,665	4,281	4,626	4,886	4,792	5,304	5,180	5,365	5,262	4,939	4,959	4,973	4,736	4,628	4,899	1.0	0.2	(0.2)	0.6
236	2,612	2,672	2,726	2,797	2,862	3,499	3,665	3,495	3,641	3,889	4,039	4,172	4,580	4,804	4,796	4,567	4,562	4,661	4,507	4,470	5,074	4.5	2.3	2.1	3.4
242	4,035	3,974	3,905	3,858	3,802	4,186	4,146	4,080	4,295	4,699	5,103	5,081	5,400	5,781	5,734	5,352	5,196	5,265	6,068	5,894	5,476	2.4	0.7	0.5	1.5
247	7,129	7,164	7,182	7,241	7,282	7,608	7,989	7,991	8,409	8,818	9,004	9,125	9,739	10,217	10,256	9,917	9,553	9,902	10,073	9,952	10,478	2.4	1.5	1.1	1.9
266	2,179	2,212	2,241	2,282	2,319	2,363	2,500	2,643	2,867	2,987	3,037	3,214	3,381	3,663	3,695	3,643	3,602	3,740	3,577	3,484	3,571	3.4	1.6	(0.4)	2.5
286	4,607	4,750	4,887	5,056	5,220	5,453	5,490	5,729	6,041	6,096	6,242	6,472	6,655	6,954	7,207	6,969	7,185	7,397	7,060	6,910	6,937	3.1	1.1	(0.1)	2.1
298	3,958	4,001	4,035	4,092	4,139	4,224	4,330	4,844	5,253	5,513	5,661	6,187	6,682	7,201	7,359	7,335	7,457	7,446	7,448	7,176	7,018	3.6	2.2	(0.9)	2.9
312	6,279	6,439	6,587	6,775	6,950	7,070	6,723	7,311	7,838	8,361	8,824	9,437	10,008	10,421	10,455	10,291	10,558	11,011	10,635	10,234	10,353	3.5	1.6	0.1	2.5
326	23,948	22,920	21,881	21,009	20,122	20,707	21,092	21,337	22,360	21,643	21,531	24,784	25,264	26,928	28,231	28,201	28,173	27,069	26,975	27,783	29,284	(1.1)	3.1	0.8	1.0
333	13,551	12,073	10,730	9,592	8,553	8,975	9,296	9,912	10,337	10,665	10,585	11,335	11,901	12,297	12,586	11,861	11,455	11,312	11,848	11,904	12,166	(2.4)	1.4	0.5	(0.5)
20					22,910	25,569	26,959	28,430	29,605	29,628	30,770	31,945	33,406	34,130	35,753	35,452	36,060	36,659	35,518	34,961	35,236	N/A	1.4	(0.1)	N/A
339	13,691	14,473	15,262	16,186	17,125	18,179	18,335	18,812	20,185	20,031	19,967	21,056	21,380	22,140	22,015	21,709	21,561	21,203	20,312	20,989	22,973	3.8	1.4	1.1	2.6
340													998	1,318	1,541	1,570	1,581	1,537	1,521	1,370	1,422	N/A	N/A	(2.0)	N/A
343	16,874	17,576	18,267	19,100	19,926	21,963	22,370	22,902	23,207	22,397	23,085	23,753	24,197	24,850	25,716	25,152	24,609	26,054	25,277	25,165	26,569	3.2	1.4	1.1	2.3
351	21,292	21,666	21,995	22,458	22,876	24,361	24,750	25,685	26,256	26,089	26,665	27,653	28,556	29,503	30,084	29,563	29,433	29,917	29,315	29,196	29,690	2.3	1.1	0.1	1.7
352																					158	N/A	N/A	N/A	N/A
358	5,068	5,065	5,050	5,065	5,068	5,024	5,215	5,291	5,422	5,476	5,373	5,317	5,478	5,755	6,011	5,856	5,854	5,917	5,964	5,767	5,716	0.6	0.6	(0.5)	0.6
359	14,168	14,113	14,026	14,019	13,979	14,248	14,595	14,829	15,312	15,450	15,565	16,349	16,765	17,532	18,086	17,844	17,635	17,727	17,274	16,943	17,255	0.9	1.0	(0.7)	1.0
31	4,528	5,191	5,936	6,826	7,830	8,256	8,760	9,980	10,594	11,187	11,381	11,430	12,411	12,939	13,166	12,941	13,034	13,304	13,389	13,431	13,432	9.7	1.7	0.7	5.6
44	3,927	4,141	4,358	4,615	4,877	5,087	5,344	5,595	6,250	6,526	6,690	6,693	6,981	7,378	7,926	7,950	8,149	8,235	8,313	8,399	8,478	5.5	2.4	1.3	3.9
56	7,290	7,764	8,248	8,811	9,387	9,907	10,534	11,218	11,290	11,843	12,558	13,363	13,805	14,528	15,392	15,064	15,318	15,581	14,950	15,339	16,008	5.6	2.5	1.2	4.0
74	2,433	2,551	2,669	2,809	2,949	3,059	3,261	3,452	3,709	3,885	3,897	4,137	4,323	4,442	4,691	4,562	4,657	4,796	4,811	4,723	4,722	4.8	1.9	0.7	3.4
95	2,931	3,020	3,105	3,211	3,313	3,397	3,603	3,832	4,003	4,150	4,144	4,151	4,413	4,599	5,020	4,722	4,750	4,761	4,709	5,021	5,200	3.5	2.3	1.9	2.9
105	1,887	1,970	2,053	2,152	2,250	2,305	2,329	2,442	2,550	2,593	2,611	2,716	2,859	2,946	3,243	3,033	3,060	3,188	3,062	3,232	3,337	3.3	2.5	1.9	2.9
115	1,778	2,018	2,286	2,606	2,965	3,170	3,232	3,401	3,548	3,587	3,592	3,697	4,042	4,013	4,256	4,051	4,047	4,043	4,128	4,289	4,067	7.3	1.2	0.1	4.2
Total	239,874	241,388	242,810	246,130	273,839	287,342	295,564	306,765	320,486	326,504	330,117	345,595	359,914	370,623	385,275	375,967	376,550	381,271	375,695	375,594	383,685	3.2	1.5	0.4	2.4

(1) A toll increase of 32% was implemented on June 1, 1991.
(2) A toll increase of 42.5% was implemented on August 1, 2004.
(3) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Findlay Connector/PA-576 and the Mon-Fayette Expy/Tpke 43 Unionville to Brownsville remained unchanged.
(4) A toll increase of 3% was implemented on January 3, 2010.
(5) 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, 2006, toll collection at the barrier location was converted from two-way to one-way collection.
(6) Once Gateway was converted to a barrier plaza, Interchange 30, Warrendale, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from Interchanges 10, 13 and 28 at this time.

Table 1 (Cont'd)
Summary of Annual Ticket System and Gateway Average Daily Transaction Trends
Pennsylvania Turnpike System

Commercial Vehicles By Interchange (Milepost)

Interchange	Calandar Year																					Average Annual Percent Change			
(Milepost)	1990	1991[1]	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004[2]	2005	2006	2007	2008	2009[3]	2010[4]	1990-00	2000-10	2005-10	1990-10
2[5]	2,379	2,370	2,356	2,355	2,348	2,404	2,374	2,446	2,605	2,848	2,649	2,709	2,937	4,259	5,447	5,760	5,288	5,403	5,243	4,517	4,864	1.1	6.3	(3.3)	3.6
10[6]					225	241	281	302	314	363	384	394	402									NA	NA	NA	NA
13[6]	404	371	345	322	304	274	285	303	295	324	324	315	303									(2.2)	NA	NA	NA
28[6]	1,385	1,372	1,355	1,346	1,334	1,392	1,433	1,502	1,576	1,690	1,708	1,693	1,670									2.1	NA	NA	NA
30[6]														1,865	3,196	3,340	3,371	3,505	3,412	2,994	3,060	NA	NA	(1.7)	NA
39	390	389	388	390	391	412	413	437	472	519	526	521	523	513	536	552	527	575	571	544	565	3.0	0.7	0.5	1.9
48	880	869	856	848	839	820	860	849	983	1,042	1,057	1,032	1,027	1,048	1,075	1,072	1,081	1,177	1,185	1,104	1,153	1.8	0.9	1.5	1.4
57	1,314	1,321	1,206	1,216	1,344	1,381	1,419	1,471	1,534	1,635	1,662	1,663	1,604	1,591	1,653	1,680	1,706	1,735	1,636	1,498	1,590	2.4	(0.4)	(1.1)	1.0
67	664	664	662	665	665	655	665	706	745	810	809	809	826	837	849	857	853	894	895	869	847	2.0	0.5	(0.2)	1.2
75	3,337	3,292	3,239	3,206	3,164	3,300	3,400	3,548	3,789	4,059	4,138	4,066	4,161	4,255	4,345	4,348	4,389	4,478	4,389	3,902	3,854	2.2	(0.7)	(2.4)	0.7
91	207	205	203	202	201	199	195	202	211	238	228	226	253	267	318	262	286	306	287	314	334	1.0	3.9	4.9	2.4
110	676	658	639	624	608	651	674	691	725	808	750	712	734	729	729	710	715	743	738	652	669	1.0	(1.1)	(1.2)	(0.1)
146	636	641	644	651	657	694	695	721	825	1,062	1,145	1,198	1,312	1,375	1,454	1,350	1,332	1,327	1,151	1,009	1,077	6.1	(0.6)	(4.4)	2.7
161	1,894	1,908	1,918	1,939	1,955	2,041	2,115	2,208	2,390	2,711	2,729	2,672	2,753	2,840	2,888	2,902	2,835	2,910	2,616	2,261	2,440	3.7	(1.1)	(3.4)	1.3
180	107	111	114	119	123	120	124	130	138	157	151	148	160	173	198	205	218	230	203	169	207	3.5	3.2	0.2	3.4
189	105	99	93	88	83	81	89	90	95	102	104	98	100	108	106	106	107	108	96	85	100	(0.1)	(0.4)	(1.2)	(0.2)
201	112	111	110	110	109	113	109	113	117	124	135	143	151	161	186	215	214	229	219	193	212	1.9	4.6	(0.2)	3.2
226	2,340	2,316	2,286	2,269	2,247	2,560	2,619	2,454	2,799	3,030	3,072	3,121	3,196	3,359	3,471	3,430	3,483	3,548	3,350	2,893	2,886	2.8	(0.6)	(3.4)	1.1
236	349	365	381	399	417	517	478	479	470	516	536	544	569	619	632	668	723	774	690	646	751	4.4	3.4	2.4	3.9
242	520	529	536	546	555	638	629	656	695	771	802	813	856	995	1,070	1,119	1,154	1,194	1,243	1,146	1,105	4.4	3.3	(0.3)	3.8
247	1,143	1,164	1,183	1,208	1,231	1,293	1,273	1,378	1,479	1,574	1,556	1,517	1,567	1,718	1,812	1,895	1,854	1,863	1,817	1,653	1,749	3.1	1.2	(1.6)	2.1
266	305	285	271	265	261	268	282	316	358	400	399	418	452	499	501	518	538	549	523	469	486	2.7	2.0	(1.3)	2.4
286	904	921	937	959	978	978	913	1,059	1,035	1,123	1,305	1,325	1,338	1,437	1,492	1,461	1,507	1,572	1,491	1,325	1,354	3.7	0.4	(1.5)	2.0
298	520	548	576	610	645	679	690	829	881	966	997	985	1,034	1,146	1,194	1,160	1,187	1,188	1,084	936	963	6.7	(0.3)	(3.6)	3.1
312	749	732	714	700	684	679	616	670	740	798	839	844	901	935	971	967	996	1,058	908	806	904	1.1	0.7	(1.3)	0.9
326	2,530	2,437	2,341	2,085	2,182	2,269	2,375	2,495	2,670	2,708	2,727	2,868	2,894	3,137	3,360	3,408	3,486	3,446	3,190	2,902	3,118	0.8	1.3	(1.8)	1.1
333	1,144	867	656	499	378	415	427	452	473	514	532	504	572	598	618	626	611	636	663	597	644	(7.4)	1.9	0.6	(2.8)
20					2,435	2,619	2,830	3,052	3,258	3,408	3,573	3,470	3,707	3,839	4,124	4,187	4,320	4,433	4,114	3,751	3,883	N/A	0.8	(1.5)	N/A
339	871	899	927	960	992	1,005	1,035	1,062	1,152	1,200	1,198	1,227	1,323	1,373	1,408	1,453	1,424	1,403	1,343	1,260	1,329	3.2	1.0	(1.8)	2.1
340													4	11	13	16	19	20	19	18	20	N/A	N/A	4.1	N/A
343	1,258	1,278	1,296	1,323	1,347	1,404	1,471	1,541	1,628	1,627	1,680	1,623	1,749	1,877	2,040	2,102	2,119	2,210	2,109	1,999	2,109	2.9	2.3	0.1	2.6
351	2,392	2,369	2,342	2,328	2,308	2,355	2,371	2,569	2,691	2,814	2,881	2,880	3,071	3,204	3,268	3,338	3,374	3,397	3,384	3,111	3,178	1.9	1.0	(1.0)	1.4
352																					4	N/A	N/A	N/A	N/A
358	991	1,010	1,027	1,051	1,073	1,112	1,162	1,199	1,242	1,383	1,552	1,332	1,420	1,624	1,737	1,807	1,810	1,812	1,529	1,410	1,654	4.6	0.6	(1.8)	2.6
359	2,561	2,436	2,312	2,206	2,099	2,125	2,179	2,240	2,364	2,510	2,716	2,722	2,971	3,296	3,613	3,754	3,790	3,949	4,137	3,768	3,474	0.6	2.5	(1.5)	1.5
31	604	663	726	800	880	924	1,005	1,097	1,143	1,216	1,242	1,202	1,249	1,319	1,387	1,409	1,429	1,505	1,495	1,453	1,498	7.5	1.9	1.2	4.6
44	382	399	416	438	459	480	495	541	615	646	678	633	689	842	869	897	951	990	958	929	965	5.9	3.6	1.5	4.7
56	1,185	1,255	1,326	1,409	1,493	1,582	1,713	1,911	2,081	2,250	2,380	2,336	2,443	2,592	2,833	2,909	3,051	3,139	3,118	3,039	3,147	7.2	2.8	1.6	5.0
74	241	250	258	268	278	311	342	357	396	406	429	418	461	465	496	526	546	596	484	480	527	5.9	2.1	0.1	4.0
95	436	476	517	566	618	674	775	837	899	1,039	1,113	1,076	1,139	1,169	1,235	1,227	1,292	1,336	1,264	1,226	1,337	9.8	1.9	1.7	5.8
105	94	97	100	104	108	107	114	122	125	131	141	142	165	176	205	209	210	218	400	396	200	4.1	3.6	(0.9)	3.8
115	465	543	632	739	863	901	944	1,038	1,113	1,160	1,162	1,140	1,241	1,250	1,336	1,340	1,329	1,358	1,204	1,167	1,268	9.6	0.9	(1.1)	5.1
Total	36,474	36,220	35,888	35,813	38,881	40,673	41,869	44,073	47,121	50,682	52,009	51,539	53,925	57,500	62,662	63,786	64,125	65,816	63,156	57,489	59,525	3.6	1.4	(1.4)	2.5

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Pennsylvania Turnpike System

Total Vehicles By Interchange (Milepost)

Interchange	Calandar Year																					Average Annual Percent Change			
(Milepost)	1990	1991[1]	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004[2]	2005	2006	2007	2008	2009[3]	2010[4]	1990-00	2000-10	2005-10	1990-10
2[5]	9,191	9,243	9,272	9,354	9,412	9,692	9,666	9,942	10,420	10,698	9,982	10,765	12,019	18,087	21,826	21,633	21,676	21,768	21,434	21,400	22,296	0.8	8.4	0.6	4.5
10[6]					1,781	1,932	2,117	2,213	2,324	2,427	2,548	2,696	2,746									NA	NA	NA	NA
13[6]	2,229	2,111	1,999	1,903	1,811	1,762	1,801	1,907	2,038	2,083	2,095	2,139	2,163									(0.6)	NA	NA	NA
28[6]	8,748	8,786	8,800	8,865	8,908	9,211	9,665	10,071	10,787	11,059	11,107	11,633	11,853									2.4	NA	NA	NA
30[6]														9,239	14,781	14,609	14,791	15,445	15,468	15,226	15,178	NA	NA	0.8	NA
39	4,405	4,408	4,401	4,419	4,426	4,465	4,692	4,920	5,299	5,522	5,465	5,701	5,709	5,961	5,953	5,706	5,709	6,188	6,198	6,039	6,092	2.2	1.1	1.3	1.6
48	8,062	8,067	8,052	8,083	8,096	7,865	8,462	8,933	8,945	9,728	10,308	10,030	10,393	10,553	10,452	10,173	10,210	10,583	10,411	10,191	10,032	2.5	(0.3)	(0.3)	1.1
57	16,891	16,942	16,830	16,930	17,107	17,268	17,520	18,171	18,825	19,261	19,444	20,000	20,040	20,361	20,251	19,767	19,996	19,933	19,941	19,581	19,042	1.4	(0.2)	(0.7)	0.6
67	8,422	8,538	8,633	8,778	8,901	8,881	9,063	9,292	9,827	10,291	10,342	10,402	10,615	11,140	10,902	10,294	10,435	10,507	9,963	9,543	9,623	2.1	(0.7)	(1.3)	0.7
75	11,259	11,077	10,868	10,725	10,555	10,951	11,446	11,879	12,495	13,743	12,732	12,934	13,527	13,650	13,537	13,228	13,168	13,284	12,912	12,334	12,404	1.2	(0.3)	(1.3)	0.5
91	2,306	2,331	2,352	2,387	2,417	2,510	2,407	2,455	2,563	2,619	2,370	2,462	2,457	2,520	2,556	2,520	2,523	2,784	2,681	2,665	2,705	0.3	1.3	1.4	0.8
110	2,609	2,602	2,588	2,590	2,586	2,675	2,699	2,721	2,784	2,724	2,598	2,623	2,766	2,789	2,676	2,602	2,642	2,810	2,857	2,755	2,805	(0.0)	0.8	1.5	0.4
146	2,591	2,584	2,571	2,573	2,569	2,732	2,830	2,943	3,304	3,790	3,905	4,158	4,536	4,665	4,824	4,514	4,369	4,386	4,146	3,981	4,022	4.2	0.3	(2.3)	2.2
161	7,487	7,315	7,132	6,996	6,848	7,150	7,329	7,646	8,087	8,549	8,557	9,003	9,352	9,661	9,601	9,419	9,191	9,126	8,621	8,617	8,702	1.3	0.2	(1.6)	0.8
180	680	681	680	685	687	689	710	747	781	830	781	809	860	888	959	896	894	941	878	824	865	1.4	1.0	(0.7)	1.2
189	459	457	455	456	456	462	496	518	557	582	557	534	577	596	589	555	550	548	522	494	518	2.0	(0.7)	(1.4)	0.6
201	532	541	549	561	571	590	609	634	666	691	709	734	812	831	865	863	872	891	832	796	854	2.9	1.9	(0.2)	2.4
226	6,668	6,649	6,613	6,615	6,601	7,235	7,284	6,735	7,425	7,916	7,864	8,425	8,376	8,724	8,733	8,369	8,442	8,521	8,085	7,521	7,785	1.7	(0.1)	(1.4)	0.8
236	2,961	3,037	3,107	3,196	3,279	4,016	4,143	3,974	4,111	4,405	4,575	4,716	5,149	5,422	5,428	5,235	5,285	5,435	5,197	5,116	5,825	4.4	2.4	2.2	3.4
242	4,555	4,503	4,441	4,404	4,357	4,824	4,775	4,736	4,990	5,470	5,905	5,894	6,256	6,777	6,803	6,471	6,350	6,459	7,311	7,040	6,581	2.6	1.1	0.3	1.9
247	8,272	8,328	8,365	8,449	8,513	8,901	9,262	9,369	9,888	10,392	10,560	10,642	11,306	11,936	12,068	11,812	11,407	11,765	11,890	11,604	12,227	2.5	1.5	0.7	2.0
266	2,484	2,497	2,512	2,547	2,580	2,631	2,782	2,959	3,225	3,387	3,436	3,632	3,833	4,163	4,196	4,161	4,140	4,289	4,100	3,954	4,057	3.3	1.7	(0.5)	2.5
286	5,511	5,671	5,824	6,015	6,198	6,431	6,403	6,788	7,076	7,219	7,547	7,797	7,992	8,391	8,699	8,430	8,691	8,969	8,551	8,235	8,291	3.2	0.9	(0.3)	2.1
298	4,478	4,549	4,611	4,702	4,784	4,903	5,020	5,673	6,134	6,479	6,658	7,172	7,715	8,347	8,552	8,495	8,644	8,634	8,532	8,112	7,981	4.0	1.8	(1.2)	2.9
312	7,028	7,171	7,301	7,475	7,634	7,749	7,339	7,981	8,578	9,159	9,663	10,281	10,909	11,355	11,426	11,259	11,554	12,069	11,543	11,039	11,257	3.2	1.5	(0.0)	2.4
326	26,478	25,357	24,222	23,094	22,304	22,976	23,467	23,832	25,030	24,351	24,258	27,652	28,158	30,064	31,591	31,609	31,659	30,515	30,165	30,685	32,402	(0.9)	2.9	0.5	1.0
333	14,695	12,940	11,386	10,091	8,931	9,390	9,723	10,364	10,810	11,179	11,117	11,839	12,473	12,895	13,204	12,487	12,066	11,948	12,511	12,501	12,810	(2.8)	1.4	0.5	(0.7)
20					25,345	28,188	29,789	31,482	32,863	33,036	34,343	35,415	37,113	37,969	39,877	39,640	40,381	41,091	39,631	38,712	39,119	N/A	1.3	(0.3)	N/A
339	14,562	15,372	16,189	17,146	18,117	19,184	19,370	19,874	21,337	21,231	21,165	22,283	22,703	23,513	23,422	23,162	22,984	22,606	21,655	22,249	24,302	3.8	1.4	1.0	2.6
340													1,002	1,329	1,554	1,587	1,599	1,558	1,540	1,388	1,442	N/A	N/A	(1.9)	N/A
343	18,132	18,854	19,563	20,423	21,273	23,367	23,841	24,443	24,835	24,024	24,765	25,376	25,945	26,727	27,756	27,254	26,728	28,264	27,385	27,163	28,678	3.2	1.5	1.0	2.3
351	23,684	24,035	24,337	24,786	25,184	26,716	27,121	28,254	28,947	28,903	29,546	30,533	31,627	32,707	33,352	32,900	32,807	33,315	32,700	32,307	32,868	2.2	1.1	(0.0)	1.7
352																					162	N/A	N/A	N/A	N/A
358	6,059	6,075	6,077	6,116	6,141	6,136	6,377	6,490	6,664	6,859	6,925	6,649	6,898	7,380	7,748	7,663	7,664	7,728	7,494	7,177	7,370	1.3	0.6	(0.8)	1.0
359	16,729	16,549	16,338	16,225	16,078	16,373	16,774	17,069	17,676	17,960	18,281	19,071	19,736	20,828	21,699	21,598	21,425	21,676	21,411	20,712	20,729	0.9	1.3	(0.8)	1.1
31	5,132	5,854	6,662	7,626	8,710	9,180	9,765	11,077	11,737	12,403	12,623	12,632	13,660	14,258	14,553	14,350	14,463	14,809	14,885	14,884	14,930	9.4	1.7	0.8	5.5
44	4,309	4,540	4,774	5,053	5,336	5,567	5,839	6,136	6,865	7,172	7,368	7,326	7,669	8,220	8,796	8,848	9,099	9,225	9,271	9,328	9,443	5.5	2.5	1.3	4.0
56	8,475	9,019	9,574	10,220	10,880	11,489	12,247	13,129	13,371	14,093	14,938	15,699	16,247	17,120	18,225	17,973	18,369	18,720	18,068	18,378	19,155	5.8	2.5	1.3	4.2
74	2,674	2,801	2,927	3,077	3,227	3,370	3,603	3,809	4,105	4,291	4,326	4,555	4,784	4,907	5,188	5,088	5,204	5,393	5,295	5,204	5,249	4.9	2.0	0.6	3.4
95	3,367	3,496	3,622	3,777	3,931	4,071	4,378	4,669	4,902	5,189	5,257	5,227	5,552	5,768	6,255	5,949	6,042	6,097	5,973	6,247	6,537	4.6	2.2	1.9	3.4
105	1,981	2,067	2,153	2,256	2,358	2,412	2,443	2,564	2,675	2,724	2,752	2,858	3,024	3,122	3,448	3,242	3,269	3,406	3,463	3,627	3,537	3.3	2.5	1.8	2.9
115	2,243	2,561	2,918	3,345	3,828	4,071	4,176	4,439	4,661	4,747	4,754	4,837	5,283	5,263	5,592	5,391	5,377	5,401	5,332	5,456	5,335	7.8	1.2	(0.2)	4.4
Total	276,348	277,608	278,698	281,943	312,720	328,015	337,433	350,838	367,607	377,186	382,126	397,134	413,839	428,123	447,937	439,753	440,674	447,087	438,851	433,083	443,210	3.3	1.5	0.2	2.4

(1) A toll increase of 32% was implemented on June 1, 1991.
(2) A toll increase of 42.5% was implemented on August 1, 2004.
(3) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Findlay Connector/PA-576 and the Mon-Fayette Expy/Tpke 43 Unionville to Brownsville remained unchanged.
(4) A toll increase of 3% was implemented on January 3, 2010.
(5) 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, 2006, toll collection at the barrier location was converted from two-way to one-way collection.
(6) Once Gateway was converted to a barrier plaza, Interchange 30, Warrendale, became the new start of the Turnpike ticket system in 2004. Toll collection was removed from Interchanges 10, 13 and 28 at this time.

Table 2
Barrier System: Average Daily Transactions by Interchange
Pennsylvania Turnpike

Passenger Cars

Facility	Toll Location	Calendar Year 1994	1995	1996	1997	1998	1999	2000	2001	2002[1]	2003	2004[2]	2005	2006	2007	2008	2009[3]	2010[4]	Average Annual Percent Change 1994[5] - 00	2000 - 10	2005 - 10	1994[5] - 10
Northeastern Facilities	Keiser Ave.	0	4,803	6,491	6,941	6,461	5,686	5,527	5,622	5,948	6,274	6,719	6,489	6,573	6,736	6,782	7,012	6,935	NA	2.3	1.3	NA
	Clarks Summit	2,831	5,177	6,814	7,281	6,769	5,844	5,642	5,847	6,169	6,492	6,747	6,519	6,545	6,740	6,790	6,850	6,670	12.2	1.7	0.5	5.5
	Subtotal	**2,831**	**9,980**	**13,305**	**14,222**	**13,230**	**11,530**	**11,169**	**11,469**	**12,117**	**12,766**	**13,466**	**13,008**	**13,117**	**13,476**	**13,572**	**13,862**	**13,605**	**25.7**	**2.0**	**0.9**	**10.3**
Toll I-376[6,7]	East Toll 376	6,965	7,268	7,897	8,407	8,724	8,798	9,008	9,390	9,586	9,782	9,821	9,896	9,854	10,334	10,288	9,897	9,884	4.4	0.9	(0.0)	2.2
	Beaver Falls Rte. 551	271	319	334	336	359	370	382	399						434	458	430	455	5.9	1.8	NA	3.3
	Moravia Rte. 168	481	520	546	579	613	610	619	682						756	808	706	674	4.3	0.9	NA	2.1
	West Toll 376	3,915	4,130	4,614	4,964	5,192	5,298	5,481	5,866	6,021	6,176	6,385	6,812	7,047	7,524	7,633	7,617	7,738	5.8	3.5	2.6	4.4
	Mt. Jackson Rte. 108	720	826	1,097	1,211	1,313	1,385	1,454	1,606						1,277	1,557	1,390	1,236	12.4	(1.6)	NA	3.4
	Subtotal	**12,352**	**13,063**	**14,488**	**15,497**	**16,201**	**16,461**	**16,944**	**17,943**	**15,607**	**15,958**	**16,206**	**16,708**	**16,901**	**20,326**	**20,744**	**20,040**	**19,987**	**5.4**	**1.7**	**3.6**	**3.1**
Toll 66[8]	Rte. 136	295	303	366	413	437	469	478	518					217	597	806	727	742	8.4	4.5	NA	5.9
	AKH Mainline	5,754	6,411	7,259	8,081	8,911	8,850	9,283	9,613	10,044	10,476	10,858	11,123	12,053	12,308	12,327	12,114	12,276	8.3	2.8	2.0	4.8
	Route 30	1,641	1,977	2,191	2,471	3,020	3,105	3,390	3,751					861	2,889	4,617	4,645	4,921	12.9	3.8	NA	7.1
	Route 130	822	873	1,017	1,190	1,123	966	893	1,001					226	1,260	1,370	1,370	1,397	1.4	4.6	NA	3.4
	Route 66	413	459	501	523	527	458	455	516					117	580	762	738	752	1.6	5.2	NA	3.8
	Subtotal	**8,925**	**10,023**	**11,334**	**12,678**	**14,018**	**13,848**	**14,499**	**15,399**	**10,044**	**10,476**	**10,858**	**11,123**	**13,473**	**17,633**	**19,883**	**19,594**	**20,088**	**8.4**	**3.3**	**12.5**	**5.2**
Mon Fayette (Toll 43)	Ramp M4								29	29	30	29	26	32	39	32	22	22	NA	NA	(3.5)	NA
	M5								1,659	1,726	1,794	1,884	1,973	2,060	2,151	2,257	2,301	2,477	NA	NA	4.6	NA
	Ramp M15																	13	NA	NA	NA	NA
	Ramp M18																	114	NA	NA	NA	NA
	M19																	275	NA	NA	NA	NA
	M35 California	5,436	5,942	6,714	7,314	6,643	7,312	8,274	8,437	5,582	2,728	9,365	9,366	9,754	10,224	10,530	10,318	10,515	7.3	2.4	2.3	4.2
	Ramp M39								954	1,360	1,766	906	868	963	1,030	1,052	1,050	1,067	NA	NA	4.2	NA
	Ramp M44											736	720	758	745	749	703	692	NA	NA	(0.8)	NA
	Ramp M48											2,543	2,790	2,936	3,213	3,301	3,356	3,471	NA	NA	4.5	NA
	M52										5,689	6,326	6,746	7,099	7,179	7,351	7,181	7,161	NA	NA	1.2	NA
	Subtotal	**5,436**	**5,942**	**6,714**	**7,314**	**6,643**	**7,312**	**8,274**	**11,079**	**8,698**	**12,006**	**21,789**	**22,489**	**23,602**	**24,581**	**25,273**	**24,931**	**25,807**	**7.3**	**12.0**	**2.8**	**10.2**
Southern Beltway (Toll 576)	SB Rte. 30													80	166	223	262	298	NA	NA	NA	NA
	SB Westport Rd.													59	125	130	153	160	NA	NA	NA	NA
	Rte. 22													533	2,914	3,320	3,727	3,897	NA	NA	NA	NA
	Subtotal													**671**	**3,204**	**3,673**	**4,142**	**4,355**	**NA**	**NA**	**NA**	**NA**
	Total Barrier Facilities	**29,544**	**39,008**	**45,841**	**49,711**	**50,092**	**49,151**	**50,886**	**55,890**	**46,467**	**51,205**	**62,320**	**63,328**	**67,765**	**79,221**	**83,146**	**82,569**	**83,842**	**9.5**	**5.1**	**5.8**	**6.7**

(1) 2002 traffic data is not available. It is estimated by averaging 2001 and 2003 traffic data.
(2) New rates became effective Sunday, August 1, 2004. Rates were increased by 42.5%.
(3) A toll increase of 25 % was implemented on January 4, 2009. Toll rates on Findlay Connector/PA-576 and the Mon-Fayette Expy/Tpke 43 Unionville to Brownsville remained unchanged.
(4) A toll increase of 3% was implemented on January 3, 2010.
(5) Average annual growth rate of Northeastern Facilities began in 1995.
(6) Toll 60 (Turnpike 376) ramp counts were not available from 2002 to 2006.
(7) On August 1, 2010, PA 60 was renamed Turnpike I-376.
(8) Toll 66 ramp counts were not available from 2002 to 2006.

Table 2 (Cont'd)
Barrier System: Average Daily Transactions by Interchange
Pennsylvania Turnpike

Commercial Vehicles

Facility	Toll Location	1994	1995	1996	1997	1998	1999	2000	2001	2002[1]	2003	2004[2]	2005	2006	2007	2008	2009[3]	2010[4]
Northeastern Facilities	Keiser Ave.	0	782	1,113	1,163	1,038	936	919	892	905	918	938	1,092	1,227	1,408	1,363	1,306	1,365
	Clarks Summit	480	941	1,272	1,349	1,255	1,125	1,118	1,142	1,049	957	931	1,038	1,112	1,162	1,096	1,047	1,082
	Subtotal	**480**	**1,723**	**2,385**	**2,512**	**2,293**	**2,061**	**2,037**	**2,034**	**1,954**	**1,875**	**1,869**	**2,130**	**2,339**	**2,570**	**2,459**	**2,353**	**2,447**
Toll I-376[6,7]	East Toll 376	719	819	986	1,110	1,147	1,263	1,301	1,359	1,332	1,304	1,328	1,353	1,311	1,490	1,548	1,342	1,506
	Beaver Falls Rte. 551	35	34	39	44	45	52	51	65						36	39	31	48
	Moravia Rte. 168	36	60	72	93	91	85	93	144						96	145	60	73
	West Toll 376	409	491	614	681	725	793	863	874	872	870	911	915	998	1,133	1,170	1,034	1,196
	Mt. Jackson Rte. 108	53	50	85	101	109	118	138	141						98	108	113	98
	Subtotal	**1,252**	**1,454**	**1,796**	**2,029**	**2,117**	**2,311**	**2,446**	**2,583**	**2,204**	**2,174**	**2,239**	**2,268**	**2,309**	**2,854**	**3,010**	**2,580**	**2,921**
Toll 66[8]	Rte. 136	134	159	169	222	196	230	241	232					126	211	183	146	165
	AKH Mainline	908	1,024	1,215	1,457	1,518	1,552	1,729	1,673	1,743	1,813	1,818	1,872	1,935	2,070	2,146	2,010	2,261
	Route 30	141	157	172	225	256	268	296	345					142	290	282	265	300
	Route 130	56	29	30	35	38	50	67	75					17	38	29	30	26
	Route 66	66	27	30	35	32	29	27	28					5	15	16	17	18
	Subtotal	**1,305**	**1,396**	**1,616**	**1,974**	**2,040**	**2,129**	**2,360**	**2,353**	**1,743**	**1,813**	**1,818**	**1,872**	**2,226**	**2,623**	**2,656**	**2,468**	**2,770**
Mon Fayette (Toll 43)	Ramp M4								2	2	1	1	1	1	1	2	1	1
	M5								119	135	151	135	136	150	140	196	240	275
	Ramp M15																	0
	Ramp M18																	6
	M19																	182
	M35 California	227	248	280	305	277	305	345	352	218	84	314	303	321	384	478	532	573
	Ramp M39								30	41	52	23	23	26	32	34	35	40
	Ramp M44											37	34	42	46	68	33	29
	Ramp M48											107	82	59	65	66	60	73
	M52										92	107	118	108	111	127	125	143
	Subtotal	**227**	**248**	**280**	**305**	**277**	**305**	**345**	**503**	**396**	**382**	**724**	**697**	**707**	**779**	**971**	**1,025**	**1,322**
Southern Beltway (Toll 576)	SB Rte. 30													2	18	27	31	36
	SB Westport Rd.													1	6	14	56	58
	Rte. 22													24	210	249	287	311
	Subtotal													**28**	**234**	**290**	**375**	**405**
	Total Barrier Facilities	**3,264**	**4,821**	**6,077**	**6,820**	**6,727**	**6,806**	**7,188**	**7,473**	**6,297**	**6,244**	**6,650**	**6,967**	**7,608**	**9,060**	**9,385**	**8,801**	**9,865**

Facility	Toll Location	Average Annual Percent Change 1994[5] - 00	2000 - 10	2005 - 10	1994[5] - 10
Northeastern Facilities	Keiser Ave.	NA	4.0	4.6	NA
	Clarks Summit	15.1	(0.3)	0.8	5.2
	Subtotal	**27.2**	**1.9**	**2.8**	**10.7**
Toll I-376[6,7]	East Toll 376	10.4	1.5	2.2	4.7
	Beaver Falls Rte. 551	6.5	(0.6)	NA	2.0
	Moravia Rte. 168	17.1	(2.4)	NA	4.5
	West Toll 376	13.3	3.3	5.5	6.9
	Mt. Jackson Rte. 108	17.3	(3.4)	NA	3.9
	Subtotal	**11.8**	**1.8**	**5.2**	**5.4**
Toll 66[8]	Rte. 136	10.3	(3.7)	NA	1.3
	AKH Mainline	11.3	2.7	3.8	5.9
	Route 30	13.2	0.1	NA	4.8
	Route 130	3.0	(9.0)	NA	(4.7)
	Route 66	(13.8)	(4.0)	NA	(7.8)
	Subtotal	**10.4**	**1.6**	**8.2**	**4.8**
Mon Fayette (Toll 43)	Ramp M4	NA	NA	(5.0)	NA
	M5	NA	NA	15.0	NA
	Ramp M15	NA	NA	NA	NA
	Ramp M18	NA	NA	NA	NA
	M19	NA	NA	NA	NA
	M35 California	7.2	5.2	13.6	6.0
	Ramp M39	NA	NA	11.7	NA
	Ramp M44	NA	NA	(2.9)	NA
	Ramp M48	NA	NA	(2.2)	NA
	M52	NA	NA	4.0	NA
	Subtotal	**7.2**	**14.4**	**13.7**	**11.6**
Southern Beltway (Toll 576)	SB Rte. 30	NA	NA	NA	NA
	SB Westport Rd.	NA	NA	NA	NA
	Rte. 22	NA	NA	NA	NA
	Subtotal	**NA**	**NA**	**NA**	**NA**
	Total Barrier Facilities	**14.1**	**3.2**	**7.2**	**7.2**

(1) 2002 traffic data is not available. It is estimated by averaging 2001 and 2003 traffic data.
(2) New rates became effective Sunday, August 1, 2004. Rates were increased by 42.5%.
(3) A toll increase of 25 % was implemented on January 4, 2009. Toll rates on Findlay Connector/PA-576 and the Mon-Fayette Expy/Tpke 43 Unionville to Brownsville remained unchanged.
(4) A toll increase of 3% was implemented on January 3, 2010.
(5) Average annual growth rate of Northeastern Facilities began in 1995.
(6) Toll 60 (Turnpike 376) ramp counts were not available from 2002 to 2006.
(7) On August 1, 2010, PA 60 was renamed Turnpike I-376.
(8) Toll 66 ramp counts were not available from 2002 to 2006.

Table 2 (Cont'd)
Barrier System: Average Daily Transactions by Interchange
Pennsylvania Turnpike

Total Vehicles

Facility	Toll Location	Calendar Year																	Average Annual Percent Change			
		1994	1995	1996	1997	1998	1999	2000	2001	2002(1)	2003	2004(2)	2005	2006	2007	2008	2009(3)	2010(4)	1994(5) - 00	2000 - 10	2005 - 10	1994(5) - 10
Northeastern Facilities	Keiser Ave.	0	5,585	7,604	8,104	7,499	6,622	6,446	6,514	6,853	7,192	7,657	7,581	7,800	8,144	8,144	8,318	8,300	NA	2.6	1.8	NA
	Clarks Summit	3,311	6,118	8,086	8,630	8,024	6,969	6,760	6,989	7,219	7,449	7,678	7,557	7,656	7,903	7,887	7,897	7,752	12.6	1.4	0.5	5.5
	Subtotal	**3,311**	**11,703**	**15,690**	**16,734**	**15,523**	**13,591**	**13,206**	**13,503**	**14,072**	**14,641**	**15,335**	**15,138**	**15,456**	**16,047**	**16,031**	**16,215**	**16,052**	**25.9**	**2.0**	**1.2**	**10.4**
Toll I-376(6,7)	East Toll 376	7,684	8,087	8,883	9,517	9,871	10,061	10,309	10,749	10,917	11,086	11,149	11,249	11,165	11,824	11,836	11,239	11,390	5.0	1.0	0.2	2.5
	Beaver Falls Rte. 551	306	353	373	380	404	422	433	464						471	497	461	503	6.0	1.5	NA	3.2
	Moravia Rte. 168	517	580	618	672	704	695	712	826						853	953	766	747	5.5	0.5	NA	2.3
	West Toll 376	4,324	4,621	5,228	5,645	5,917	6,091	6,344	6,740	6,893	7,046	7,296	7,727	8,044	8,658	8,803	8,651	8,934	6.6	3.5	2.9	4.6
	Mt. Jackson Rte. 108	773	876	1,182	1,312	1,422	1,503	1,592	1,747						1,375	1,665	1,503	1,334	12.8	(1.8)	NA	3.5
	Subtotal	**13,604**	**14,517**	**16,284**	**17,526**	**18,318**	**18,772**	**19,390**	**20,526**	**17,811**	**18,132**	**18,445**	**18,976**	**19,210**	**23,180**	**23,754**	**22,620**	**22,908**	**6.1**	**1.7**	**3.8**	**3.3**
Toll 66(8)	Rte. 136	429	462	535	635	633	699	719	750					343	808	989	873	907	9.0	2.3	NA	4.8
	AKH Mainline	6,662	7,435	8,474	9,538	10,429	10,402	11,012	11,286	11,787	12,288	12,676	12,995	13,988	14,378	14,473	14,124	14,537	8.7	2.8	2.3	5.0
	Route 30	1,782	2,134	2,363	2,696	3,276	3,373	3,686	4,096					1,003	3,178	4,899	4,910	5,221	12.9	3.5	NA	6.9
	Route 130	878	902	1,047	1,225	1,161	1,016	960	1,076					243	1,298	1,399	1,400	1,423	1.5	4.0	NA	3.1
	Route 66	479	486	531	558	559	487	482	544					122	595	778	754	770	0.1	4.8	NA	3.0
	Subtotal	**10,230**	**11,419**	**12,950**	**14,652**	**16,058**	**15,977**	**16,859**	**17,752**	**11,787**	**12,288**	**12,676**	**12,995**	**15,699**	**20,256**	**22,539**	**22,062**	**22,858**	**8.7**	**3.1**	**12.0**	**5.2**
Mon Fayette (Toll 43)	Ramp M4								31	31	31	30	28	33	40	34	23	23	NA	NA	(3.6)	NA
	M5								1,778	1,862	1,945	2,020	2,110	2,210	2,292	2,453	2,541	2,752	NA	NA	5.5	NA
	Ramp M15																	13	NA	NA	NA	NA
	Ramp M18																	120	NA	NA	NA	NA
	M19																	457	NA	NA	NA	NA
	M35 California	5,663	6,190	6,994	7,619	6,920	7,617	8,619	8,789	5,800	2,812	9,679	9,669	10,075	10,608	11,008	10,849	11,088	7.3	2.6	2.8	4.3
	Ramp M39								984	1,401	1,819	929	891	989	1,062	1,087	1,085	1,107	NA	NA	4.4	NA
	Ramp M44											773	753	799	792	817	736	721	NA	NA	(0.9)	NA
	Ramp M48											2,649	2,872	2,995	3,277	3,368	3,416	3,544	NA	NA	4.3	NA
	M52										5,781	6,433	6,863	7,208	7,289	7,478	7,306	7,304	NA	NA	1.3	NA
	Subtotal	**5,663**	**6,190**	**6,994**	**7,619**	**6,920**	**7,617**	**8,619**	**11,582**	**9,094**	**12,387**	**22,513**	**23,186**	**24,309**	**25,360**	**26,245**	**25,956**	**27,129**	**7.3**	**12.1**	**3.2**	**10.3**
Southern Beltway (Toll 576)	SB Rte. 30													82	184	250	293	334	NA	NA	NA	NA
	SB Westport Rd.													60	131	144	209	218	NA	NA	NA	NA
	Rte. 22													557	3,124	3,569	4,014	4,208	NA	NA	NA	NA
	Subtotal													**699**	**3,438**	**3,963**	**4,517**	**4,760**	**NA**	**NA**	**NA**	**NA**
	Total Barrier Facilities	**32,808**	**43,829**	**51,918**	**56,531**	**56,819**	**55,957**	**58,074**	**63,363**	**52,764**	**57,448**	**68,970**	**70,295**	**75,373**	**88,281**	**92,531**	**91,371**	**93,707**	**10.0**	**4.9**	**5.9**	**6.8**

(1) 2002 traffic data is not available. It is estimated by averaging 2001 and 2003 traffic data.
(2) New rates became effective Sunday, August 1, 2004. Rates were increased by 42.5%.
(3) A toll increase of 25 % was implemented on January 4, 2009. Toll rates on Findlay Connector/PA-576 and the Mon-Fayette Expy/Tpke 43 Unionville to Brownsville remained unchanged.
(4) A toll increase of 3% was implemented on January 3, 2010.
(5) Average annual growth rate of Northeastern Facilities began in 1995.
(6) Toll 60 (Turnpike 376) ramp counts were not available from 2002 to 2006.
(7) On August 1, 2010, PA 60 was renamed Turnpike I-376.
(8) Toll 66 ramp counts were not available from 2002 to 2006.

Table 3

Pennsylvania Turnpike Monthly Traffic Volume Trends By Facility and Vehicle Class

Volumes in Thousands

Ticket System (Including Gateway Barrier Plaza)

Passenger Cars

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	11,769	1.9	11,992	(3.6)	11,561	2.4	11,836	2.0	12,077
July	11,979	1.8	12,197	(0.8)	12,100	2.7	12,421	1.4	12,594
Aug.	12,345	3.1	12,731	(1.8)	12,502	(0.6)	12,431	2.0	12,674
Sept.	11,253	1.6	11,431	(3.6)	11,014	3.3	11,378	1.3	11,529
Oct.	11,762	2.0	12,002	(1.3)	11,843	(0.7)	11,766	2.5	12,059
Nov.	11,262	(0.2)	11,236	(2.8)	10,927	1.8	11,129	1.7	11,322
Dec.	11,096	(4.6)	10,585	3.1	10,916	(1.6)	10,745	1.2	10,876
Jan.	10,336	0.1	10,347	(5.1)	9,816	2.9	10,104	(4.5)	9,649
Feb.	9,200	5.6	9,718	(2.1)	9,516	(12.6)	8,321		
March	10,925	1.4	11,077	(3.0)	10,740	4.5	11,227		
April	11,022	0.5	11,077	1.2	11,205	1.6	11,387		
May	11,816	(1.6)	11,625	0.3	11,657	1.4	11,825		
Total Year	134,765	0.9	136,018	(1.6)	133,797	0.6	134,570		
June-Jan	91,802	0.8	92,521	(2.0)	90,679	1.2	91,810	1.1	92,780

Commercial Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	2,009	(0.9)	1,991	(4.8)	1,895	(7.1)	1,760	4.7	1,843
July	1,872	3.4	1,936	0.6	1,947	(8.9)	1,774	1.8	1,806
Aug.	2,081	(0.1)	2,079	(8.5)	1,902	(8.6)	1,738	6.2	1,846
Sept.	1,886	(2.1)	1,847	(0.6)	1,835	(6.6)	1,713	3.9	1,779
Oct.	1,980	3.3	2,045	(6.5)	1,912	(8.7)	1,746	2.0	1,781
Nov.	1,816	(0.7)	1,803	(13.4)	1,562	(1.9)	1,532	7.6	1,648
Dec.	1,683	(3.4)	1,626	(3.7)	1,566	(1.7)	1,540	3.6	1,596
Jan.	1,759	(0.8)	1,745	(14.7)	1,488	(2.5)	1,451	2.6	1,489
Feb.	1,609	0.9	1,624	(13.5)	1,405	(5.5)	1,328		
March	1,843	(5.2)	1,747	(8.6)	1,596	7.4	1,714		
April	1,818	4.3	1,897	(12.4)	1,662	4.5	1,736		
May	2,038	(6.1)	1,913	(12.2)	1,679	3.2	1,733		
Total Year	22,394	(0.6)	22,253	(8.1)	20,449	(3.3)	19,765		
June-Jan	15,086	(0.1)	15,072	(6.4)	14,107	(6.0)	13,254	4.0	13,788

Total Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	13,778	1.5	13,983	(3.8)	13,456	1.0	13,596	2.4	13,920
July	13,851	2.0	14,133	(0.6)	14,047	1.1	14,195	1.4	14,400
Aug.	14,426	2.7	14,810	(2.7)	14,404	(1.6)	14,169	2.5	14,520
Sept.	13,139	1.1	13,278	(3.2)	12,849	1.9	13,091	1.7	13,308
Oct.	13,742	2.2	14,047	(2.1)	13,755	(1.8)	13,512	2.4	13,840
Nov.	13,078	(0.3)	13,039	(4.2)	12,489	1.4	12,661	2.4	12,970
Dec.	12,779	(4.4)	12,211	2.2	12,482	(1.6)	12,285	1.5	12,472
Jan.	12,095	(0.0)	12,092	(6.5)	11,304	2.2	11,555	(3.6)	11,138
Feb.	10,809	4.9	11,342	(3.7)	10,921	(11.6)	9,649		
March	12,768	0.4	12,824	(3.8)	12,336	4.9	12,941		
April	12,840	1.0	12,974	(0.8)	12,867	2.0	13,123		
May	13,854	(2.3)	13,538	(1.5)	13,336	1.7	13,558		
Total Year	157,159	0.7	158,271	(2.5)	154,246	0.1	154,335		
June-Jan	106,888	0.7	107,593	(2.6)	104,786	0.3	105,064	1.4	106,568

PA 43 (Mon Fayette Expressway)

Passenger Cars

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	674	5.6	712	1.5	723	11.5	806	2.2	824
July	693	4.2	722	4.6	755	11.5	842	2.0	859
Aug.	753	4.5	787	3.7	816	6.5	869	3.2	897
Sept.	761	2.5	780	4.0	811	8.4	879	4.1	915
Oct.	792	3.4	819	7.4	880	4.4	919	3.8	954
Nov.	722	1.8	735	11.8	822	0.2	824	3.6	854
Dec.	709	(2.4)	692	17.5	813	(2.1)	796	4.6	833
Jan.	657	3.3	679	7.4	729	(1.0)	722	3.9	750
Feb.	617	9.6	676	8.7	735	(9.9)	662		
March	726	(1.5)	715	14.5	819	5.1	861		
April	721	5.1	758	11.1	842	4.0	876		
May	750	(0.1)	749	8.5	813	2.8	836		
Total Year	8,575	2.9	8,824	8.3	9,558	3.5	9,892		
June-Jan	5,761	2.9	5,926	7.1	6,349	4.9	6,657	3.4	6,886

Commercial Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	24	12.5	27	22.2	33	9.1	36	19.4	43
July	23	21.7	28	28.6	36	13.9	41	9.8	45
Aug.	24	20.8	29	24.1	36	27.8	46	2.2	47
Sept.	22	9.1	24	37.5	33	33.3	44	0.0	44
Oct.	24	12.5	27	29.6	35	20.0	42	2.4	43
Nov.	20	10.0	22	45.5	32	15.6	37	2.7	38
Dec.	17	0.0	17	58.8	27	14.8	31	0.0	31
Jan.	16	18.8	19	31.6	25	12.0	28	14.3	32
Feb.	17	17.6	20	40.0	28	(14.3)	24		
March	20	5.0	21	52.4	32	21.9	39		
April	20	25.0	25	24.0	31	32.3	41		
May	24	20.8	29	6.9	31	29.0	40		
Total Year	251	14.7	288	31.6	379	18.5	449		
June-Jan	170	13.5	193	33.2	257	18.7	305	5.9	323

Total Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	698	5.9	739	2.3	756	11.4	842	3.0	867
July	716	4.7	750	5.5	791	11.6	883	2.4	904
Aug.	777	5.0	816	4.4	852	7.4	915	3.2	944
Sept.	783	2.7	804	5.0	844	9.4	923	3.9	959
Oct.	816	3.7	846	8.2	915	5.0	961	3.7	997
Nov.	742	2.0	757	12.8	854	0.8	861	3.6	892
Dec.	726	(2.3)	709	18.5	840	(1.5)	827	4.5	864
Jan.	673	3.7	698	8.0	754	(0.5)	750	4.3	782
Feb.	634	9.8	696	9.6	763	(10.1)	686		
March	746	(1.3)	736	15.6	851		900		
April	741	5.7	783	11.5	873		917		
May	774	0.5	778	8.5	844		876		
Total Year	8,826	3.2	9,112	9.1	9,937		10,341		
June-Jan	5,931	3.2	6,119	8.0	6,606	5.4	6,962	3.5	7,209

NOTES:

(1) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Findlay Connector/PA-576 and the Mon-Fayette Expy/Tpke 43 Unionville to Brownsville remained unchanged.
(2) A toll increase of 3% was implemented on January 3, 2010. Toll rates on Findlay Connector/PA-576 remained unchanged.
(3) A toll increase of 3% for E-Zpass customers and 10% for non-E-Zpass customers was implemented on January 2, 2011.
(4) All six (6) Phase 1 projects of the Mon/Fayette Expresswway, Uniontown to Brownsville Project were completed in the fall of 2008. Phase 1 was open to traffic on October 30, 2008. This had positive traffic impacts on the Mon/Fayette Expressway.
(5) February 2010 traffic was negatively impacted several times due to severe snowstorms.
(6) On August 1, 2010, PA 60 was renamed Turnpike I-376.
(7) January 2011 traffic was negatively impacted due to several winter storms.

Table 3 (Cont'd)
Pennsylvania Turnpike Monthly Traffic Volume Trends By Facility and Vehicle Class
Volumes in Thousands

PA 66

Passenger Cars

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	387	39.0	538	10.8	596	2.0	608	2.0	620
July	443	23.5	547	12.8	617	0.8	622	3.4	643
Aug.	486	18.7	577	11.3	642	(3.1)	622	4.3	649
Sept.	469	20.5	565	7.4	607	(0.3)	605	4.5	632
Oct.	492	30.1	640	0.0	640	(4.1)	614	5.0	645
Nov.	461	27.3	587	(0.7)	583	(1.2)	576	3.5	596
Dec.	458	26.4	579	5.0	608	(4.3)	582	1.9	593
Jan.	418	29.7	542	(4.1)	520	(0.2)	519	(0.6)	516
Feb.	371	39.1	516	(2.9)	501	(8.6)	458		
March	463	23.8	573	(0.9)	568	4.9	596		
April	478	24.3	594	(2.7)	578	4.3	603		
May	547	11.7	611	(0.3)	609	1.8	620		
Total Year	5,473	25.5	6,869	2.9	7,069	(0.6)	7,025		
June-Jan	3,614	26.6	4,575	5.2	4,813	(1.4)	4,748	3.1	4,894

Commercial Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	74	17.6	87	(1.1)	86	(8.1)	79	16.5	92
July	79	10.1	87	3.4	90	(8.9)	82	11.0	91
Aug.	89	1.1	90	(2.2)	88	(11.4)	78	23.1	96
Sept.	78	6.4	83	4.8	87	(6.9)	81	14.8	93
Oct.	84	14.3	96	(7.3)	89	(5.6)	84	6.0	89
Nov.	72	6.9	77	(9.1)	70	1.4	71	11.3	79
Dec.	61	3.3	63	3.2	65	4.6	68	5.9	72
Jan.	64	9.4	70	(11.4)	62	4.8	65	7.7	70
Feb.	55	21.8	67	(10.4)	60	(1.7)	59		
March	71	0.0	71	(2.8)	69	10.1	76		
April	74	12.2	83	(14.5)	71	18.3	84		
May	89	(5.6)	84	(11.9)	74	17.6	87		
Total Year	890	7.6	958	(4.9)	911	0.3	914		
June-Jan	601	8.7	653	(2.5)	637	(4.6)	608	12.2	682

Total Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	461	35.6	625	9.1	682	0.7	687	3.6	712
July	522	21.5	634	11.5	707	(0.4)	704	4.3	734
Aug.	575	16.0	667	9.4	730	(4.1)	700	6.4	745
Sept.	547	18.5	648	7.1	694	(1.2)	686	5.7	725
Oct.	576	27.8	736	(1.0)	729	(4.3)	698	5.2	734
Nov.	533	24.6	664	(1.7)	653	(0.9)	647	4.3	675
Dec.	519	23.7	642	4.8	673	(3.4)	650	2.3	665
Jan.	482	27.0	612	(4.9)	582	0.3	584	0.3	586
Feb.	426	36.9	583	(3.8)	561	(7.8)	517		
March	534	20.6	644	(1.1)	637	5.5	672		
April	552	22.6	677	(4.1)	649	5.9	687		
May	636	9.3	695	(1.7)	683	3.5	707		
Total Year	6,363	23.0	7,827	2.0	7,980	(0.5)	7,939		
June-Jan	4,215	24.0	5,228	4.2	5,450	(1.7)	5,356	4.1	5,576

Northeast Extension Barrier Plazas Only

Passenger Cars

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	414	3.6	429	1.4	435	1.1	440	(2.7)	428
July	504	1.4	511	1.2	517	11.4	576	(4.9)	548
Aug.	508	8.7	552	3.3	570	6.1	605	(8.1)	556
Sept.	415	2.9	427	(6.1)	401	10.0	441	(3.2)	427
Oct.	435	(3.4)	420	2.6	431	(1.2)	426	4.9	447
Nov.	409	(4.4)	391	0.8	394	1.5	400	4.0	416
Dec.	367	(9.5)	332	7.8	358	(3.1)	347	1.2	351
Jan.	304	(2.3)	297	(3.7)	286	0.0	286	0.7	288
Feb.	268	6.7	286	1.0	289	(12.1)	254		
March	358	(0.8)	355	(5.1)	337	3.0	347		
April	404	(1.7)	397	0.8	400	(0.2)	399		
May	449	1.3	455	0.7	458	(6.1)	430		
Total Year	4,835	0.4	4,852	0.5	4,876	1.5	4,951		
June-Jan	3,356	0.1	3,359	1.0	3,392	3.8	3,521	(1.7)	3,461

Commercial Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	76	5.3	80	(2.5)	78	(1.3)	77	1.3	78
July	77	3.9	80	3.8	83	3.6	86	(4.7)	82
Aug.	82	7.3	88	(6.8)	82	4.9	86	(1.2)	85
Sept.	77	2.6	79	1.3	80	(1.3)	79	2.5	81
Oct.	79	1.3	80	(2.5)	78	(5.1)	74	6.8	79
Nov.	70	(5.7)	66	(7.6)	61	0.0	61	19.7	73
Dec.	62	(3.2)	60	1.7	61	(1.6)	60	10.0	66
Jan.	66	(1.5)	65	(13.8)	56	3.6	58	8.6	63
Feb.	65	(3.1)	63	(14.3)	54	(3.7)	52		
March	73	(11.0)	65	(6.2)	61	9.8	67		
April	75	4.0	78	(12.8)	68	1.5	69		
May	86	(3.5)	83	(7.2)	77	(2.6)	75		
Total Year	888	(0.1)	887	(5.4)	839	0.6	844		
June-Jan	589	1.5	598	(3.2)	579	0.3	581	4.5	607

Total Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	490	3.9	509	0.8	513	0.8	517	(2.1)	506
July	581	1.7	591	1.5	600	10.3	662	(4.8)	630
Aug.	590	8.5	640	1.9	652	6.0	691	(7.2)	641
Sept.	492	2.8	506	(4.9)	481	8.1	520	(2.3)	508
Oct.	514	(2.7)	500	1.8	509	(1.8)	500	5.2	526
Nov.	479	(4.6)	457	(0.4)	455	1.3	461	6.1	489
Dec.	429	(8.6)	392	6.9	419	(2.9)	407	2.5	417
Jan.	370	(2.2)	362	(5.5)	342	0.6	344	2.0	351
Feb.	333	4.8	349	(1.7)	343	(10.8)	306		
March	431	(2.6)	420	(5.2)	398	4.0	414		
April	479	(0.8)	475	(1.5)	468	0.0	468		
May	535	0.6	538	(0.6)	535	(5.6)	505		
Total Year	5,723	0.3	5,739	(0.4)	5,715	1.4	5,795		
June-Jan	3,945	0.3	3,957	0.4	3,971	3.3	4,102	(0.8)	4,068

NOTES:
(1) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Findlay Connector/PA-576 and the Mon-Fayette Expy/Tpke 43 Unionville to Brownsville remained unchanged.
(2) A toll increase of 3% was implemented on January 3, 2010. Toll rates on Findlay Connector/PA-576 remained unchanged.
(3) A toll increase of 3% for E-Zpass customers and 10% for non-E-Zpass customers was implemented on January 2, 2011.
(4) All six (6) Phase 1 projects of the Mon/Fayette Expresswway, Uniontown to Brownsville Project were completed in the fall of 2008. Phase 1 was open to traffic on October 30, 2008. This had positive traffic impacts on the Mon/Fayette Expressway.
(5) February 2010 traffic was negatively impacted several times due to severe snowstorms.
(6) On August 1, 2010, PA 60 was renamed Turnpike I-376.
(7) January 2011 traffic was negatively impacted due to several winter storms.

Table 3 (Cont'd)
Pennsylvania Turnpike Monthly Traffic Volume Trends By Facility and Vehicle Class
Volumes in Thousands

Turnpike I-376 (Formerly PA 60)

Passenger Cars

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	541	22.9	665	(2.4)	649	(1.4)	640	(1.1)	633
July	561	23.7	694	0.3	696	(3.3)	673	1.0	680
Aug.	563	26.5	712	(1.1)	704	(5.1)	668	1.0	675
Sept.	517	25.7	650	(2.9)	631	(1.4)	622	2.6	638
Oct.	534	25.1	668	(1.8)	656	(1.8)	644	1.2	652
Nov.	507	21.5	616	(3.7)	593	0.3	595	2.0	607
Dec.	511	15.3	589	4.1	613	(4.9)	583	(2.6)	568
Jan.	453	20.3	545	(8.4)	499	0.2	500	(1.2)	494
Feb.	440	18.0	519	(4.2)	497	(10.9)	443		
March	588	1.4	596	(3.2)	577	0.3	579		
April	596	4.7	624	(5.0)	593	0.0	593		
May	649	0.9	655	(3.8)	630	(1.3)	622		
Total Year	6,460	16.6	7,533	(2.6)	7,338	(2.4)	7,162		
June-Jan	4,187	22.7	5,139	(1.9)	5,041	(2.3)	4,925	0.4	4,947

Commercial Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	80	25.0	100	(2.0)	98	(14.3)	84	21.4	102
July	73	26.0	92	12.0	103	(15.5)	87	8.0	94
Aug.	82	20.7	99	3.0	102	(13.7)	88	13.6	100
Sept.	72	23.6	89	10.1	98	(14.3)	84	19.0	100
Oct.	74	33.8	99	(2.0)	97	(13.4)	84	11.9	94
Nov.	66	28.8	85	(11.8)	75	(5.3)	71	19.7	85
Dec.	61	14.8	70	2.9	72	(6.9)	67	11.9	75
Jan.	64	26.6	81	(18.5)	66	(1.5)	65	12.3	73
Feb.	60	26.7	76	(17.1)	63	9.5	69		
March	77	5.2	81	(8.6)	74	13.5	84		
April	82	18.3	97	(21.6)	76	14.5	87		
May	101	(2.0)	99	(19.2)	80	12.5	90		
Total Year	892	19.7	1,068	(6.0)	1,004	(4.4)	960		
June-Jan	572	25.0	715	(0.6)	711	(11.4)	630	14.8	723

Total Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	621	23.2	765	(2.4)	747	(3.1)	724	1.5	735
July	634	24.0	786	1.7	799	(4.9)	760	1.8	774
Aug.	645	25.7	811	(0.6)	806	(6.2)	756	2.5	775
Sept.	589	25.5	739	(1.4)	729	(3.2)	706	4.5	738
Oct.	608	26.2	767	(1.8)	753	(3.3)	728	2.5	746
Nov.	573	22.3	701	(4.7)	668	(0.3)	666	3.9	692
Dec.	572	15.2	659	3.9	685	(5.1)	650	(1.1)	643
Jan.	517	21.1	626	(9.7)	565	0.0	565	0.4	567
Feb.	500	19.0	595	(5.9)	560	(8.6)	512		
March	665	1.8	677	(3.8)	651	1.8	663		
April	678	6.3	721	(7.2)	669	1.6	680		
May	750	0.5	754	(5.8)	710	0.3	712		
Total Year	7,352	17.0	8,601	(3.0)	8,342				
June-Jan	4,759	23.0	5,854	(1.7)	5,752	(3.4)	5,555	2.1	5,670

Total Transactions

Passenger Cars

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	13,785	4.0	14,336	(2.6)	13,964	2.6	14,330	1.8	14,582
July	14,180	3.5	14,671	0.1	14,685	3.1	15,134	1.3	15,324
Aug.	14,655	4.8	15,359	(0.8)	15,234	(0.3)	15,195	1.7	15,451
Sept.	13,415	3.3	13,853	(2.8)	13,464	3.4	13,925	1.6	14,141
Oct.	14,015	3.8	14,549	(0.7)	14,450	(0.6)	14,369	2.7	14,757
Nov.	13,361	1.5	13,565	(1.8)	13,319	1.5	13,524	2.0	13,795
Dec.	13,141	(2.8)	12,777	4.2	13,308	(1.9)	13,053	1.3	13,221
Jan.	12,168	2.0	12,410	(4.5)	11,850	2.4	12,131	(3.6)	11,697
Feb.	10,896	7.5	11,715	(1.5)	11,538	(12.1)	10,138		
March	13,060	2.0	13,316	(2.1)	13,041	4.4	13,610		
April	13,221	1.7	13,450	1.2	13,618	1.8	13,858		
May	14,211	(0.8)	14,095	0.5	14,167	1.2	14,333		
Total Year	160,108	2.5	164,096	(0.9)	162,638	0.6	163,600		
June-Jan	108,720	2.6	111,520	(1.1)	110,274	1.3	111,661	1.2	112,968

Commercial Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	2,263	1.0	2,285	(4.2)	2,190	(7.0)	2,036	6.0	2,158
July	2,124	4.7	2,223	1.6	2,259	(8.4)	2,070	2.3	2,118
Aug.	2,358	1.1	2,385	(7.3)	2,210	(7.9)	2,036	6.8	2,174
Sept.	2,135	(0.6)	2,122	0.5	2,133	(6.2)	2,001	4.8	2,097
Oct.	2,241	4.7	2,347	(5.8)	2,211	(8.2)	2,030	2.8	2,086
Nov.	2,044	0.4	2,053	(12.3)	1,800	(1.6)	1,772	8.5	1,923
Dec.	1,884	(2.5)	1,836	(2.5)	1,791	(1.4)	1,766	4.2	1,840
Jan.	1,969	0.6	1,980	(14.3)	1,697	(1.8)	1,667	3.6	1,727
Feb.	1,806	2.4	1,850	(13.0)	1,610	(4.8)	1,532		
March	2,084	(4.8)	1,985	(7.7)	1,832	8.1	1,980		
April	2,069	5.4	2,180	(12.5)	1,908	5.7	2,017		
May	2,338	(5.6)	2,208	(12.1)	1,941	4.3	2,025		
Total Year	25,315	0.5	25,454	(7.4)	23,582	(2.8)	22,932		
June-Jan	17,018	1.3	17,231	(5.5)	16,291	(5.6)	15,378	4.8	16,123

Total Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	16,048	3.6	16,621	(2.8)	16,154	1.3	16,366	2.3	16,740
July	16,304	3.6	16,894	0.3	16,944	1.5	17,204	1.4	17,442
Aug.	17,013	4.3	17,744	(1.7)	17,444	(1.2)	17,231	2.3	17,625
Sept.	15,550	2.7	15,975	(2.4)	15,597	2.1	15,926	2.0	16,238
Oct.	16,256	3.9	16,896	(1.4)	16,661	(1.6)	16,399	2.7	16,843
Nov.	15,405	1.4	15,618	(3.2)	15,119	1.2	15,296	2.8	15,718
Dec.	15,025	(2.7)	14,613	3.3	15,099	(1.9)	14,819	1.6	15,061
Jan.	14,137	1.8	14,390	(5.9)	13,547	1.9	13,798	(2.7)	13,424
Feb.	12,702	6.8	13,565	(3.1)	13,148	(11.2)	11,670		
March	15,144	1.0	15,301	(2.8)	14,873	4.8	15,590		
April	15,290	2.2	15,630	(0.7)	15,526	2.2	15,875		
May	16,549	(1.5)	16,303	(1.2)	16,108	1.6	16,358		
Total Year	185,423	2.2	189,550	(1.8)	186,220	0.2	186,532		
June-Jan	125,738	2.4	128,751	(1.7)	126,565	0.4	127,039	1.6	129,091

NOTES:
(1) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Findlay Connector/PA-576 and the Mon-Fayette Expy/Tpke 43 Unionville to Brownsville remained unchanged.
(2) A toll increase of 3% was implemented on January 3, 2010. Toll rates on Findlay Connector/PA-576 remained unchanged.
(3) A toll increase of 3% for E-Zpass customers and 10% for non-E-Zpass customers was implemented on January 2, 2011.
(4) All six (6) Phase 1 projects of the Mon/Fayette Expresswway, Uniontown to Brownsville Project were completed in the fall of 2008. Phase 1 was open to traffic on October 30, 2008. This had positive traffic impacts on the Mon/Fayette Expressway.
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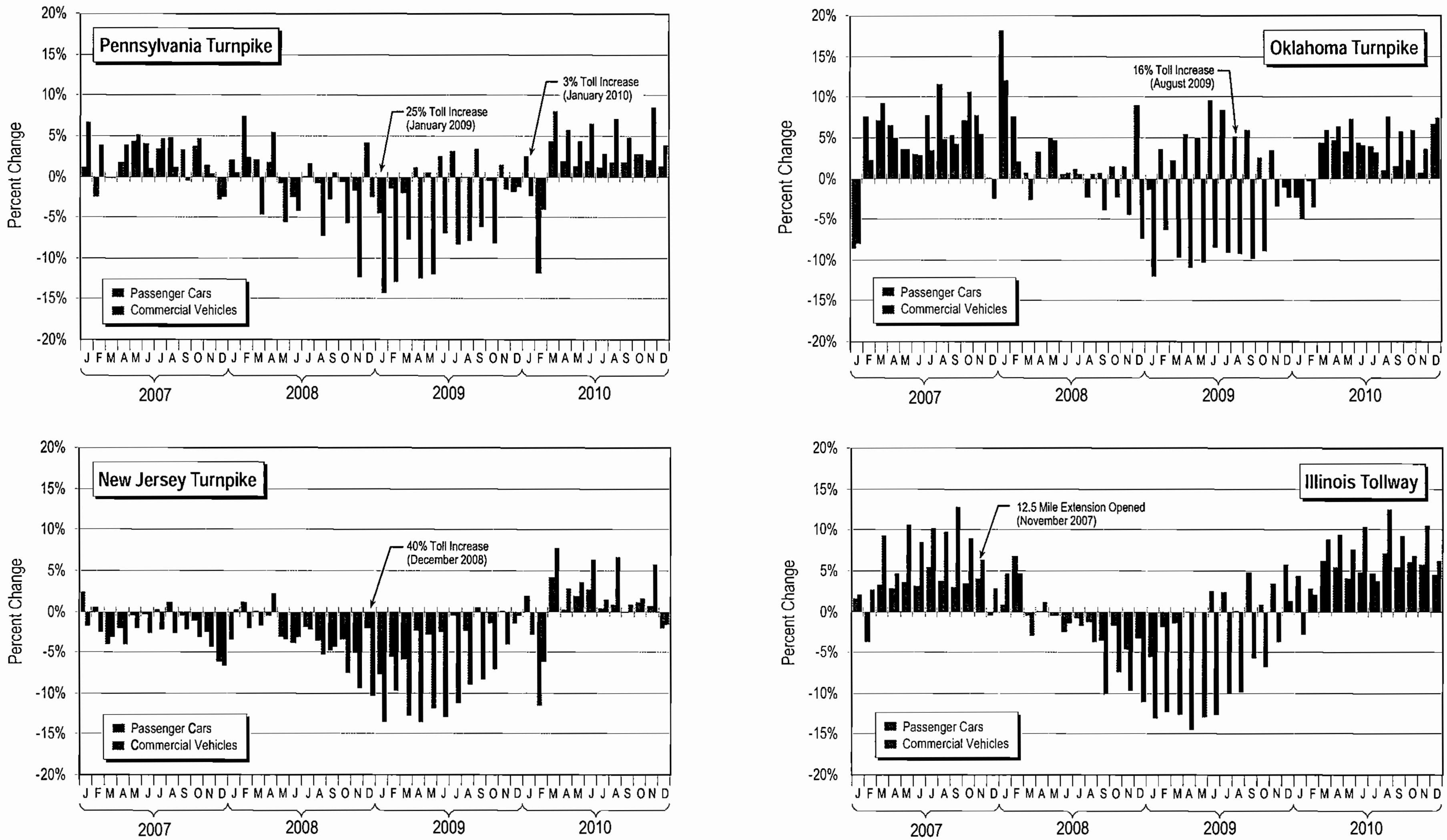

WilburSmith
ASSOCIATES

COMPARISON OF VARIOUS STATES' MONTHLY PASSENGER CAR AND COMMERCIAL VEHICLE TRANSACTION TRENDS

FIGURE 1

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

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$27,631	3.7	$28,665	(5.4)	$27,110	27.5	$34,578	5.3	$36,414
July	29,860	0.3	29,935	(2.3)	29,244	30.6	38,194	6.1	40,507
Aug.	30,032	5.4	31,655	(2.2)	30,972	25.1	38,760	4.0	40,319
Sept.	25,960	1.0	26,218	(5.9)	24,682	31.7	32,509	3.3	33,584
Oct.	26,628	(0.8)	26,410	0.3	26,482	25.3	33,193	5.8	35,102
Nov.	26,055	(1.5)	25,673	(1.5)	25,296	27.8	32,323	3.7	33,523
Dec.	25,160	(6.3)	23,564	4.4	24,612	22.8	30,228	3.7	31,351
Jan.	21,434	(1.2)	21,183	20.8	25,598	7.6	27,544	0.1	27,567
Feb.	18,197	8.2	19,687	26.4	24,894	(11.8)	21,952		
March	23,511	0.5	23,622	22.4	28,925	7.1	30,980		
April	22,466	6.7	23,981	31.4	31,511	4.7	33,002		
May	27,118	(1.5)	26,706	26.5	33,794	5.0	35,494		
Total Year	$304,052	1.1	$307,299	8.4	$333,120	16.7	$388,757		
June-Jan	212,760	0.3	213,303	0.3	213,996	24.9	267,329	4.1	278,367

Commercial Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$24,945	(0.9)	$24,714	(5.6)	$23,324	10.1	$25,674	5.1	$26,995
July	22,823	6.1	24,208	(1.6)	23,824	6.8	25,448	4.8	26,682
Aug.	25,642	1.6	26,054	(10.0)	23,439	7.8	25,276	8.1	27,328
Sept.	23,655	0.3	23,716	(3.9)	22,787	9.6	24,979	8.6	27,133
Oct.	24,930	3.6	25,828	(9.1)	23,477	8.1	25,385	6.5	27,024
Nov.	22,847	0.1	22,865	(15.7)	19,267	14.7	22,107	12.6	24,896
Dec.	21,378	(0.9)	21,193	(9.2)	19,244	17.3	22,568	10.3	24,890
Jan.	22,636	1.3	22,928	0.4	23,010	(3.1)	22,287	10.6	24,658
Feb.	22,507	(4.5)	21,504	1.0	21,716	(4.7)	20,697		
March	24,497	(4.7)	23,336	3.6	24,179	8.1	26,144		
April	25,983	(9.3)	23,568	4.4	24,604	4.7	25,753		
May	25,559	(7.7)	23,597	4.5	24,657	4.9	25,856		
Total Year	$287,402	(1.4)	$283,511	(3.5)	$273,528	6.8	$292,174		
June-Jan	188,856	1.4	191,506	(6.9)	178,372	8.6	193,724	8.2	209,606

Total Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$52,576	1.5	$53,379	(5.5)	$50,434	19.5	$60,252	5.2	$63,409
July	52,683	2.8	54,143	(2.0)	53,068	19.9	63,642	5.6	67,189
Aug.	55,674	3.7	57,709	(5.7)	54,411	17.7	64,036	5.6	67,647
Sept.	49,615	0.6	49,934	(4.9)	47,469	21.1	57,488	5.6	60,717
Oct.	51,558	1.3	52,238	(4.4)	49,959	17.3	58,578	6.1	62,126
Nov.	48,902	(0.7)	48,538	(8.2)	44,563	22.1	54,430	7.3	58,419
Dec.	46,538	(3.8)	44,757	(2.0)	43,856	20.4	52,796	6.5	56,241
Jan.	44,070	0.1	44,111	10.2	48,608	2.5	49,831	4.8	52,225
Feb.	40,704	1.2	41,191	13.2	46,610	(8.5)	42,649		
March	48,008	(2.2)	46,958	13.1	53,104	7.6	57,124		
April	48,449	(1.9)	47,549	18.0	56,115	4.7	58,755		
May	52,677	(4.5)	50,303	16.2	58,451	5.0	61,350		
Total Year	$591,454	(0.1)	$590,810	2.7	$606,648	12.2	$680,931		
June-Jan	401,616	0.8	404,809	(3.1)	392,368	17.5	461,053	5.8	487,973

PA 43 (Mon Fayette Expressway)

Passenger Cars

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$523	5.0	$549	1.6	$558	39.6	$779	6.5	$830
July	538	3.7	558	4.5	583	39.8	815	6.1	865
Aug.	585	3.9	608	3.5	629	33.7	841	7.4	903
Sept.	592	1.4	600	4.2	625	35.8	849	8.2	919
Oct.	616	2.6	632	7.8	681	30.8	891	7.5	958
Nov.	562	1.4	570	13.7	648	23.6	801	7.2	859
Dec.	555	(3.2)	537	19.7	643	20.5	775	8.3	839
Jan.	511	2.7	525	32.8	697	4.7	730	10.0	803
Feb.	479	9.0	522	37.0	715	(6.4)	669		
March	562	(1.4)	554	43.3	794	9.7	871		
April	557	5.2	586	39.1	815	8.2	882		
May	578	0.3	580	35.7	787	7.2	844		
Total Year	$6,658	2.4	$6,821	19.9	$8,175	19.2	$9,747		
June-Jan	4,482	2.2	4,579	10.6	5,064	28.0	6,481	7.6	6,976

Commercial Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$55	9.1	$60	25.0	$75	34.7	$101	25.7	$127
July	52	19.2	62	29.0	80	45.0	116	11.2	129
Aug.	56	12.5	63	25.4	79	63.3	129	6.2	137
Sept.	50	10.0	55	36.4	75	64.0	123	5.7	130
Oct.	55	12.7	62	27.4	79	51.9	120	7.5	129
Nov.	48	4.2	50	44.0	72	45.8	105	7.6	113
Dec.	41	(2.4)	40	60.0	64	43.8	92	6.5	98
Jan.	39	15.4	45	62.2	73	17.8	86	20.9	104
Feb.	38	26.3	48	70.8	82	(9.8)	74		
March	46	4.3	48	89.6	91	29.7	118		
April	48	20.8	58	55.2	90	35.6	122		
May	56	17.9	66	36.4	90	32.2	119		
Total Year	$584	12.5	$657	44.6	$950	37.4	$1,305		
June-Jan	396	10.4	437	36.6	597	46.1	872	10.9	967

Total Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$578	5.4	$609	3.9	$633	39.0	$880	8.7	$957
July	590	5.1	620	6.9	663	40.4	931	6.8	994
Aug.	641	4.7	671	5.5	708	37.0	970	7.2	1,040
Sept.	642	2.0	655	6.9	700	38.9	972	7.9	1,049
Oct.	671	3.4	694	9.5	760	33.0	1,011	7.5	1,087
Nov.	610	1.6	620	16.1	720	25.8	906	7.3	972
Dec.	596	(3.2)	577	22.5	707	22.6	867	8.1	937
Jan.	550	3.6	570	35.1	770	6.0	816	11.2	907
Feb.	517	10.3	570	39.8	797	(6.8)	743		
March	608	(1.0)	602	47.0	885	11.8	989		
April	605	6.4	644	40.5	905	10.9	1,004		
May	634	1.9	646	35.8	877	9.8	963		
Total Year	$7,242	3.3	$7,478	22.0	$9,125	21.1	$11,052		
June-Jan	4,878	2.8	5,016	12.9	5,661	29.9	7,353	8.0	7,943

NOTES:
(1) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Findlay Connector/PA-576 and the Mon-Fayette Expy/Tpke 43 Unionville to Brownsville remained unchanged.
(2) A toll increase of 3% was implemented on January 3, 2010. Toll rates on Findlay Connector/PA-576 remained unchanged.
(3) A toll increase of 3% for E-Zpass customers and 10% for non-E-Zpass customers was implemented on January 2, 2011.
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(6) On August 1, 2010, PA 60 was renamed Turnpike I-376.
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Table 4 (Cont'd)
Pennsylvania Turnpike Monthly Gross Toll Revenue Trends By Facility and Vehicle Class
Revenue in Thousands

PA 66

Passenger Cars

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$382	26.7	$484	8.5	$525	27.4	$669	6.3	$711
July	425	15.8	492	10.4	543	26.5	687	7.6	739
Aug.	459	12.0	514	10.3	567	21.2	687	8.6	746
Sept.	445	12.8	502	6.6	535	25.0	669	8.4	725
Oct.	464	21.6	564	(0.2)	563	20.4	678	9.1	740
Nov.	434	18.9	516	(0.6)	513	23.8	635	7.2	681
Dec.	429	18.2	507	4.9	532	19.9	638	5.6	674
Jan.	391	21.5	475	17.7	559	5.4	589	6.6	628
Feb.	345	30.7	451	22.4	552	(5.8)	520		
March	430	17.0	503	24.5	626	8.8	681		
April	440	18.4	521	22.5	638	8.2	690		
May	489	9.8	537	24.8	670	6.0	710		
Total Year	$5,133	18.2	$6,066	12.5	$6,823	15.1	$7,853		
June-Jan	3,429	18.2	4,054	7.0	4,337	21.1	5,252	7.5	5,644

Commercial Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$206	12.6	$232	(0.9)	$230	12.6	$259	21.6	$315
July	210	9.5	230	3.0	237	13.1	268	14.9	308
Aug.	237	(0.4)	236	(2.1)	231	11.3	257	29.6	333
Sept.	206	3.4	213	9.4	233	13.3	264	23.5	326
Oct.	223	14.8	256	(7.0)	238	17.6	280	10.0	308
Nov.	191	7.3	205	(9.8)	185	27.0	235	17.0	275
Dec.	165	3.0	170	0.6	171	34.5	230	9.1	251
Jan.	173	12.1	194	2.6	199	12.6	224	17.0	262
Feb.	147	25.2	184	10.3	203	(0.5)	202		
March	190	3.2	196	16.8	229	16.2	266		
April	196	13.3	222	2.7	228	26.8	289		
May	236	(4.2)	226	5.8	239	23.0	294		
Total Year	$2,380	7.7	$2,564	2.3	$2,623	17.0	$3,068		
June-Jan	1,611	7.8	1,736	(0.7)	1,724	17.0	2,017	17.9	2,378

Total Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$588	21.8	$716	5.4	$755	22.9	$928	10.6	$1,026
July	635	13.7	722	8.0	780	22.4	955	9.6	1,047
Aug.	696	7.8	750	6.4	798	18.3	944	14.3	1,079
Sept.	651	9.8	715	7.4	768	21.5	933	12.6	1,051
Oct.	687	19.4	820	(2.3)	801	19.6	958	9.4	1,048
Nov.	625	15.4	721	(3.2)	698	24.6	870	9.9	956
Dec.	594	14.0	677	3.8	703	23.5	868	6.6	925
Jan.	564	18.6	669	13.3	758	7.3	813	9.5	890
Feb.	492	29.1	635	18.9	755	(4.4)	722		
March	620	12.7	699	22.3	855	10.8	947		
April	636	16.8	743	16.6	866	13.0	979		
May	725	5.2	763	19.1	909	10.5	1,004		
Total Year	$7,513	14.9	$8,630	9.5	$9,446	15.6	$10,921		
June-Jan	5,040	14.9	5,790	4.7	6,061	19.9	7,269	10.4	8,022

Northeast Extension Barrier Plazas Only

Passenger Cars

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$207	3.9	$215	1.4	$218	29.4	$282	2.8	290
July	252	1.6	256	1.2	259	42.9	370	0.3	371
Aug.	255	8.6	277	2.9	285	36.5	389	(3.3)	376
Sept.	208	2.9	214	(6.1)	201	40.8	283	1.8	288
Oct.	218	(3.7)	210	2.4	215	27.0	273	10.3	301
Nov.	205	(4.4)	196	0.5	197	29.9	256	9.4	280
Dec.	184	(9.8)	166	7.8	179	24.0	222	6.8	237
Jan.	152	(2.0)	149	20.1	179	11.2	199	4.5	208
Feb.	128	11.7	143	29.4	185	(7.6)	171		
March	179	(1.1)	177	22.0	216	8.8	235		
April	202	(2.0)	198	29.3	256	5.1	269		
May	224	1.8	228	28.9	294	(1.4)	290		
Total Year	$2,414	0.6	$2,429	10.5	$2,684	20.7	$3,239		
June-Jan	1,681	0.1	1,683	3.0	1,733	31.2	2,274	3.4	2,351

Commercial Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$215	4.7	$225	(2.2)	$220	24.5	$274	5.1	288
July	208	5.8	220	5.0	231	26.8	293	0.0	293
Aug.	230	5.2	242	(6.6)	226	30.5	295	2.7	303
Sept.	217	1.8	221	3.6	229	23.1	282	5.0	296
Oct.	229	2.6	235	(3.0)	228	18.9	271	8.5	294
Nov.	207	(5.3)	196	(6.1)	184	22.8	226	23.9	280
Dec.	185	(2.7)	180	1.7	183	25.1	229	14.0	261
Jan.	197	(2.0)	193	8.3	209	6.7	223	13.9	254
Feb.	176	5.7	186	9.1	203	0.0	203		
March	218	(10.6)	195	17.9	230	14.8	264		
April	222	5.4	234	6.8	250	6.4	266		
May	247	(4.5)	236	16.1	274	0.4	275		
Total Year	$2,551	0.5	$2,563	4.1	$2,667	16.3	$3,101		
June-Jan	1,688	1.4	1,712	(0.1)	1,710	22.4	2,093	8.4	2,269

Total Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$422	4.3	$440	(0.5)	$438	26.9	$556	4.0	$578
July	460	3.5	476	2.9	490	35.3	663	0.2	$664
Aug.	485	7.0	519	(1.5)	511	33.9	684	(0.7)	$679
Sept.	425	2.4	435	(1.1)	430	31.4	565	3.4	$584
Oct.	447	(0.4)	445	(0.4)	443	22.8	544	9.4	$595
Nov.	412	(4.9)	392	(2.8)	381	26.5	482	16.2	$560
Dec.	369	(6.2)	346	4.6	362	24.6	451	10.4	$498
Jan.	349	(2.0)	342	13.5	388	8.8	422	9.5	462
Feb.	304	8.2	329	17.9	388	(3.6)	374		
March	397	(6.3)	372	19.9	446	11.9	499		
April	424	1.9	432	17.1	506	5.7	535		
May	471	(1.5)	464	22.4	568	(0.5)	565		
Total Year	$4,965	0.5	$4,992	7.2	$5,351	18.5	$6,340		
June-Jan	3,369	0.8	3,395	1.4	3,443	26.8	4,367	5.8	4,620

NOTES:
(1) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Findlay Connector/PA-576 and the Mon-Fayette Expy/Tpke 43 Unionville to Brownsville remained unchanged.
(2) A toll increase of 3% was implemented on January 3, 2010. Toll rates on Findlay Connector/PA-576 remained unchanged.
(3) A toll increase of 3% for E-Zpass customers and 10% for non-E-Zpass customers was implemented on January 2, 2011.
(4) All six (6) Phase 1 projects of the Mon/Fayette Expresswway, Uniontown to Brownsville Project were completed in the fall of 2008. Phase 1 was open to traffic on October 30, 2008. This had positive traffic impacts on the Mon/Fayette Expressway.
(5) February 2010 traffic was negatively impacted several times due to severe snowstorms.
(6) On August 1, 2010, PA 60 was renamed Turnpike I-376.
(7) January 2011 traffic was negatively impacted due to several winter storms.

Table 4 (Cont'd)

Pennsylvania Turnpike Monthly Gross Toll Revenue Trends By Facility and Vehicle Class

Revenue in Thousands

Turnpike I-376 (Formerly PA 60)

Passenger Cars

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$383	18.8	$455	(2.6)	$443	26.6	$561	4.6	$587
July	398	19.3	475	0.6	478	23.4	590	6.9	631
Aug.	398	22.4	487	(0.6)	484	21.1	586	6.7	625
Sept.	367	21.3	445	(2.7)	433	25.9	545	8.6	592
Oct.	377	21.2	457	(1.5)	450	25.1	563	7.3	604
Nov.	360	17.2	422	(3.8)	406	28.1	520	7.5	559
Dec.	364	10.2	401	4.7	420	21.2	509	2.6	522
Jan.	322	15.8	373	13.7	424	7.5	456	7.9	492
Feb.	303	16.5	353	22.7	433	(6.7)	404		
March	402	1.0	406	24.4	505	5.3	532		
April	406	4.9	426	21.8	519	5.0	545		
May	444	0.9	448	22.3	548	4.7	574		
Total Year	$4,524	13.8	$5,148	7.7	$5,543	15.2	$6,385		
June-Jan	2,969	18.4	3,515	0.7	3,538	22.4	4,330	6.5	4,612

Commercial Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$170	22.9	$209	(11.0)	$186	10.2	$205	32.2	$271
July	154	14.3	176	12.5	198	6.1	210	15.2	242
Aug.	173	9.8	190	2.6	195	10.8	216	20.8	261
Sept.	152	12.5	171	10.5	189	7.9	204	28.4	262
Oct.	159	20.1	191	(2.1)	187	8.6	203	18.2	240
Nov.	142	16.9	166	(12.7)	145	20.7	175	32.0	231
Dec.	135	0.7	136	4.4	142	19.0	169	26.6	214
Jan.	143	12.6	161	0.6	162	5.6	171	29.2	221
Feb.	132	14.4	151	7.3	162	11.1	180		
March	168	(3.6)	162	14.8	186	18.8	221		
April	177	7.3	190	(1.6)	187	18.7	222		
May	213	(11.3)	189	1.6	192	21.9	234		
Total Year	$1,918	9.1	$2,092	1.9	$2,131	13.1	$2,410		
June-Jan	1,228	14.0	1,400	0.3	1,404	10.6	1,553	25.0	1,942

Total Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$553	20.1	$664	(5.3)	$629	21.8	$766	12.0	$858
July	552	17.9	651	3.8	676	18.3	800	9.1	873
Aug.	571	18.6	677	0.3	679	18.1	802	10.5	886
Sept.	519	18.7	616	1.0	622	20.4	749	14.0	854
Oct.	536	20.9	648	(1.7)	637	20.3	766	10.2	844
Nov.	502	17.1	588	(6.3)	551	26.1	695	13.7	790
Dec.	499	7.6	537	4.7	562	20.6	678	8.6	736
Jan.	465	14.8	534	9.7	586	7.0	627	13.7	713
Feb.	435	15.9	504	18.1	595	(1.8)	584		
March	570	(0.4)	568	21.7	691	9.0	753		
April	583	5.7	616	14.6	706	8.6	767		
May	657	(3.0)	637	16.2	740	9.2	808		
Total Year	$6,442	12.4	$7,240	6.0	$7,674	14.6	$8,795		
June-Jan	4,197	17.1	4,915	0.5	4,942	19.0	5,883	11.4	6,554

Total Toll Revenue

Passenger Cars

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$29,126	4.3	$30,368	(5.0)	$28,854	27.8	$36,869	5.3	$38,832
July	31,473	0.8	31,716	(1.9)	31,107	30.7	40,656	6.0	43,113
Aug.	31,729	5.7	33,541	(1.8)	32,937	25.3	41,263	4.1	42,969
Sept.	27,572	1.5	27,979	(5.4)	26,476	31.6	34,855	3.6	36,108
Oct.	28,303	(0.1)	28,273	0.4	28,391	25.4	35,598	5.9	37,705
Nov.	27,616	(0.9)	27,377	(1.2)	27,060	27.6	34,535	4.0	35,902
Dec.	26,692	(5.7)	25,175	4.8	26,386	22.7	32,372	3.9	33,623
Jan.	22,810	(0.5)	22,705	20.9	27,457	7.5	29,518	0.6	29,698
Feb.	19,452	8.8	21,156	26.6	26,779	(11.4)	23,716		
March	25,084	0.7	25,262	23.0	31,066	7.2	33,299		
April	24,071	6.8	25,712	31.2	33,739	4.9	35,388		
May	28,853	(1.2)	28,499	26.6	36,093	5.0	37,912		
Total Year	$322,781	1.5	$327,763	8.7	$356,345	16.7	$415,981		
June-Jan	225,321	0.8	227,134	0.7	228,668	24.9	285,666	4.3	297,950

Commercial Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$25,591	(0.6)	$25,440	(5.5)	$24,035	10.3	$26,513	5.6	$27,996
July	23,447	6.2	24,896	(1.3)	24,570	7.2	26,335	5.0	27,654
Aug.	26,338	1.7	26,785	(9.8)	24,170	8.3	26,173	8.4	28,362
Sept.	24,280	0.4	24,376	(3.5)	23,513	9.9	25,852	8.9	28,147
Oct.	25,596	3.8	26,572	(8.9)	24,209	8.5	26,259	6.6	27,995
Nov.	23,435	0.2	23,482	(15.5)	19,853	15.1	22,848	12.9	25,795
Dec.	21,904	(0.8)	21,719	(8.8)	19,804	17.6	23,288	10.4	25,714
Jan.	23,188	1.4	23,521	0.6	23,653	(2.8)	22,991	10.9	25,499
Feb.	23,000	(4.0)	22,073	1.3	22,366	(4.5)	21,356		
March	25,119	(4.7)	23,937	4.1	24,915	8.4	27,013		
April	26,626	(8.8)	24,272	4.5	25,359	5.1	26,652		
May	26,311	(7.6)	24,314	4.7	25,452	5.2	26,778		
Total Year	$294,835	(1.2)	$291,387	(3.3)	$281,899	7.2	$302,058		
June-Jan	193,779	1.6	196,791	(6.6)	183,807	9.0	200,259	8.4	217,162

Total Vehicles

Month	2006-07	% Chg	2007-08	% Chg	2008-09	% Chg	2009-10	% Chg	2010-11
June	$54,717	2.0	$55,808	(5.2)	$52,889	19.8	$63,382	5.4	$66,828
July	54,920	3.1	56,612	(1.7)	55,677	20.3	66,991	5.6	70,767
Aug.	58,067	3.9	60,326	(5.3)	57,107	18.1	67,436	5.8	71,331
Sept.	51,852	1.0	52,355	(4.5)	49,989	21.4	60,707	5.8	64,255
Oct.	53,899	1.8	54,845	(4.1)	52,600	17.6	61,857	6.2	65,700
Nov.	51,051	(0.4)	50,859	(7.8)	46,913	22.3	57,383	7.5	61,697
Dec.	48,596	(3.5)	46,894	(1.5)	46,190	20.5	55,660	6.6	59,337
Jan.	45,998	0.5	46,226	10.6	51,110	2.7	52,509	5.1	55,197
Feb.	42,452	1.8	43,229	13.7	49,145	(8.3)	45,072		
March	50,203	(2.0)	49,199	13.8	55,981	7.7	60,312		
April	50,697	(1.4)	49,984	18.2	59,098	5.0	62,040		
May	55,164	(4.3)	52,813	16.5	61,545	5.1	64,690		
Total Year	$617,616	0.2	$619,150	3.1	$638,244	12.5	$718,039		
June-Jan	419,100	1.2	423,925	(2.7)	412,475	17.8	485,925	6.0	515,112

NOTES:

(1) A toll increase of 25% was implemented on January 4, 2009. Toll rates on Findlay Connector/PA-576 and the Mon-Fayette Expy/Tpke 43 Unionville to Brownsville remained unchanged.

(2) A toll increase of 3% was implemented on January 3, 2010. Toll rates on Findlay Connector/PA-576 remained unchanged.

(3) A toll increase of 3% for E-Zpass customers and 10% for non-E-Zpass customers was implemented on January 2, 2011.

(4) All six (6) Phase 1 projects of the Mon/Fayette Expresswway, Uniontown to Brownsville Project were completed in the fall of 2008. Phase 1 was open to traffic on October 30, 2008. This had positive traffic impacts on the Mon/Fayette Expressway.

(5) February 2010 traffic was negatively impacted several times due to severe snowstorms.

(6) On August 1, 2010, PA 60 was renamed Turnpike I-376.

(7) January 2011 traffic was negatively impacted due to several winter storms.

Table 5

Comparison of Estimated and Actual Traffic Volumes and Toll Revenue From March 2010 through December 2010 (1)

Pennsylvania Turnpike System

Facility	Total Traffic (in Thousands) Estimated	Total Traffic (in Thousands) Actual	Total Traffic (in Thousands) Actual % of Estimated	Total Toll Revenue (in Thousands) Estimated	Total Toll Revenue (in Thousands) Actual	Total Toll Revenue (in Thousands) Actual % of Estimated
Passenger Cars						
Ticket and Gateway Barrier	115,939	117,569	1.4	$ 345,912	$ 350,276	1.3
PA 43	8,535	8,709	2.0	8,518	8,770	3.0
PA 66	5,963	6,197	3.9	6,772	7,097	4.8
Northeast Extension	4,495	4,349	(3.2)	2,969	2,937	(1.1)
Turnike I-376 (PA 60)	6,231	6,246	0.2	5,616	5,770	2.7
Total System	141,163	143,070	1.4	$ 369,787	$ 374,850	1.4
Commercial Vehicles						
Ticket and Gateway Barrier	16,337	17,481	7.0	$ 246,151	$ 262,701	6.7
PA 43	391	412	5.4	1,152	1,222	6.1
PA 66	757	859	13.5	2,568	2,965	15.5
Northeast Extension	733	755	3.0	2,718	2,821	3.8
Turnike I-376 (PA 60)	792	912	15.2	1,996	2,399	20.2
Total System	19,010	20,419	7.4	$ 254,585	$ 272,108	6.9
Total Vehicles						
Ticket and Gateway Barrier	132,276	135,050	2.1	$ 592,063	$ 612,977	3.5
PA 43	8,926	9,121	2.2	9,670	9,992	3.3
PA 66	6,720	7,056	5.0	9,340	10,062	7.7
Northeast Extension	5,228	5,104	(2.4)	5,687	5,758	1.2
Turnike I-376 (PA 60)	7,023	7,158	1.9	7,612	8,169	7.3
Total System	160,173	163,489	2.1	$ 624,372	$ 646,958	3.6

(1) This 10 month period corresponds to the period for which actual data currently exists, but was estimated at the time of WSA's March 30, 2010 Traffic and Toll Revenue Bring Down Letter.

Table 6

Near Term GDP and Total Turnpike Traffic Estimates

Percent Change over Previous Year

Year		Gross Domestic Product Growth (1)	PA Turnpike System Traffic Growth Passenger Cars	Commercial Vehicles	All Vehicles
2009		**(2.6)**	(0.9)	(7.4)	(1.8)
1st Quarter		(4.9)			
2nd Quarter		(0.7)			
3rd Quarter		1.6			
4th Quarter		5.0			
2010		**2.9**	0.6	(2.8)	0.2
1st Quarter		3.7			
2nd Quarter		1.7			
3rd Quarter		2.6			
4th Quarter		3.2			
2011	(3)	**3.7**	2.2	4.3	2.5
2012		**4.0**	3.5	4.0	3.6
2013		**3.8**	3.4	4.1	3.5
2014		**3.2**	2.7	3.0	2.8
2015		**2.3**	2.5	2.9	2.6

(1) GDP percent changes are based on constant dollars. 2009 and 2010 data are from the US Bureau of Economic Analysis. Forecast data (2011-2015) is from Moody's Economy.com baseline forecast (February 2011).
(2) Traffic growth estimates are based on a fiscal year. For example, year 2010 traffic growth data reflects the growth in FY 2009-10 over FY 2008-09.
(3) Estimated traffic growth for 2011 includes 8 months of actual experience.

Table 7

Estimated Annual Traffic and Gross Toll Revenue Pennsylvannia Turnpike: Ticket System Only

Traffic and Toll Revenue in Thousands

Fiscal Year	Annual Traffic			Annual Gross Toll Revenue		
	Passenger Cars	Commercial Vehicles	Total Vehicles	Passenger Cars	Commercial Vehicles	Total Vehicles
2007-08 (1)	136,018	22,253	158,271	$307,299	$283,511	$590,810
2008-09 (1)(2)	133,797	20,449	154,246	333,121	273,528	606,649
2009-10 (1)(3)	134,570	19,765	154,335	388,757	292,174	680,931
2010-11 (4)(5)	137,443	20,482	157,925	411,815	315,382	727,197
2011-12 (6)	142,202	21,288	163,490	444,034	340,486	784,520
2012-13 (6)	146,850	22,163	169,013	469,280	364,953	834,233
2013-14 (6)	150,529	22,829	173,358	493,051	387,090	880,141
2014-15 (6)	153,998	23,492	177,490	517,508	410,172	927,680
2015-16 (6)	157,238	24,151	181,389	542,461	434,208	976,669
2016-17 (6)	160,545	24,804	185,349	568,982	459,205	1,028,187
2017-18 (6)	163,919	25,450	189,369	597,382	485,168	1,082,550
2018-19 (6)	167,201	26,087	193,288	626,583	512,099	1,138,682
2019-20 (6)	170,548	26,740	197,288	657,210	540,525	1,197,735
2020-21 (6)	173,962	27,383	201,345	689,333	569,973	1,259,306
2021-22 (6)	177,445	28,041	205,486	723,023	601,025	1,324,048
2022-23 (6)	180,819	28,715	209,534	757,615	633,768	1,391,383
2023-24 (6)	184,258	29,376	213,634	793,859	667,643	1,461,502
2024-25 (6)	187,763	30,053	217,816	831,835	703,328	1,535,163
2025-26 (6)	191,334	30,746	222,080	871,625	740,921	1,612,546
2026-27 (6)	194,973	31,454	226,427	913,316	780,523	1,693,839
2027-28 (6)	198,681	32,179	230,860	956,999	822,241	1,779,240
2028-29 (6)	202,459	32,888	235,347	1,002,768	865,343	1,868,111
2029-30 (6)	206,310	33,612	239,922	1,050,723	910,704	1,961,427
2030-31 (6)	210,027	34,353	244,380	1,099,887	958,442	2,058,329
2031-32 (6)	213,812	35,076	248,888	1,151,350	1,007,696	2,159,046
2032-33 (6)	217,665	35,814	253,479	1,207,262	1,059,771	2,267,033
2033-34 (6)	221,588	36,568	258,156	1,265,889	1,114,538	2,380,427
2034-35 (6)	225,581	37,338	262,919	1,327,364	1,172,134	2,499,498
2035-36 (6)	229,647	38,123	267,770	1,391,823	1,232,707	2,624,531

(1) Reflects actual traffic and revenue experience.
(2) A 25 percent toll rate increase was implemented on January 4, 2009.
(3) A 3 percent toll increase was implemented on January 3, 2010.
(4) A 10 percent toll increase for non-ETC transactions, and a 3 percent toll increase for ETC transactions was implemented on January 2, 2011.
(5) Fiscal year 2010-11 includes 8 months actual experience.
(6) Assumes implementation of a 3 percent rate increase on or about January 1 of the indicated year.

Table 8
Estimated Annual Traffic and Gross Toll Revenue
Pennsylvannia Turnpike: Barrier System Only

Traffic and Toll Revenue in Thousands

Fiscal Year	Annual Traffic: Passenger Cars	Annual Traffic: Commercial Vehicles	Annual Traffic: Total Vehicles	Annual Gross Toll Revenue: Passenger Cars	Annual Gross Toll Revenue: Commercial Vehicles	Annual Gross Toll Revenue: Total Vehicles
2007-08 (1)	28,078	3,201	31,279	$20,462	$7,878	$28,340
2008-09 (1)(2)	28,841	3,134	31,975	23,225	8,371	31,596
2009-10 (1)(3)	29,029	3,168	32,197	27,224	9,884	37,108
2010-11 (4)(5)	29,771	3,442	33,213	29,468	11,273	40,741
2011-12 (6)	30,880	3,591	34,471	32,108	12,228	44,336
2012-13 (6)	32,191	3,732	35,923	34,380	13,084	47,464
2013-14 (6)	33,363	3,853	37,216	36,639	13,911	50,550
2014-15 (6)	34,512	3,970	38,482	38,997	14,762	53,759
2015-16 (6)	35,653	4,086	39,739	41,466	15,649	57,115
2016-17 (6)	36,835	4,201	41,036	44,095	16,569	60,664
2017-18 (6)	38,021	4,312	42,333	46,850	17,516	64,366
2018-19 (6)	39,247	4,423	43,670	49,804	18,499	68,303
2019-20 (6)	40,515	4,536	45,051	52,947	19,538	72,485
2020-21 (6)	41,786	4,647	46,433	56,236	20,616	76,852
2021-22 (6)	43,099	4,761	47,860	59,737	21,753	81,490
2022-23 (6)	44,412	4,873	49,285	63,398	22,931	86,329
2023-24 (6)	45,741	4,988	50,729	67,241	24,174	91,415
2024-25 (6)	47,111	5,104	52,215	71,326	25,476	96,802
2025-26 (6)	48,484	5,223	53,707	75,596	26,849	102,445
2026-27 (6)	49,869	5,344	55,213	80,071	28,288	108,359
2027-28 (6)	51,256	5,467	56,723	84,781	29,805	114,586
2028-29 (6)	52,672	5,592	58,264	89,753	31,394	121,147
2029-30 (6)	54,095	5,716	59,811	94,954	33,046	128,000
2030-31 (6)	55,523	5,841	61,364	100,391	34,775	135,166
2031-32 (6)	56,769	5,950	62,718	105,723	36,484	142,207
2032-33 (6)	58,043	6,060	64,103	111,338	38,277	149,615
2033-34 (6)	59,345	6,173	65,518	117,251	40,158	157,410
2034-35 (6)	60,677	6,288	66,964	123,479	42,132	165,611
2035-36 (6)	62,038	6,404	68,443	130,037	44,202	174,239

(1) Reflects actual traffic and revenue experience.
(2) A 25 percent toll rate increase was implemented on January 4, 2009.
(3) A 3 percent toll increase was implemented on January 3, 2010.
(4) A 10 percent toll increase for non-ETC transactions, and a 3 percent toll increase for ETC transactions was implemented on January 2, 2011.
(5) Fiscal year 2010-11 includes 8 months actual experience.
(6) Assumes implementation of a 3 percent rate increase on or about January 1 of the indicated year.

Table 9
Estimated Annual Traffic and Gross Toll Revenue
Pennsylvannia Turnpike: Total System

Traffic and Toll Revenue in Thousands

Fiscal Year	Annual Traffic: Passenger Cars	Annual Traffic: Commercial Vehicles	Annual Traffic: Total Vehicles	Annual Gross Toll Revenue: Passenger Cars	Annual Gross Toll Revenue: Commercial Vehicles	Annual Gross Toll Revenue: Total Vehicles	Discounts and Adjustments (7)	Adjusted Annual Gross Revenue
2007-08 (1)	164,096	25,454	189,550	$327,761	$291,389	$619,150	($20,224)	$598,926
2008-09 (1)(2)	162,638	23,583	186,221	356,346	281,899	638,245	(22,640)	615,605
2009-10 (1)(3)	163,599	22,933	186,532	415,981	302,058	718,039	(24,211)	693,828
2010-11 (4)(5)	167,214	23,924	191,138	441,283	326,655	767,938	(23,193)	744,745
2011-12 (6)	173,082	24,879	197,961	476,142	352,714	828,856	(20,810)	808,046
2012-13 (6)	179,041	25,895	204,936	503,660	378,037	881,697	(22,304)	859,393
2013-14 (6)	183,892	26,682	210,574	529,690	401,001	930,691	(23,659)	907,032
2014-15 (6)	188,510	27,462	215,972	556,505	424,934	981,439	(25,071)	956,368
2015-16 (6)	192,891	28,237	221,128	583,927	449,857	1,033,784	(26,542)	1,007,242
2016-17 (6)	197,380	29,005	226,385	613,077	475,774	1,088,851	(28,071)	1,060,780
2017-18 (6)	201,940	29,762	231,702	644,232	502,684	1,146,916	(29,658)	1,117,258
2018-19 (6)	206,448	30,510	236,958	676,387	530,598	1,206,985	(31,305)	1,175,680
2019-20 (6)	211,063	31,276	242,339	710,157	560,063	1,270,220	(33,044)	1,237,176
2020-21 (6)	215,748	32,030	247,778	745,569	590,589	1,336,158	(34,845)	1,301,313
2021-22 (6)	220,544	32,802	253,346	782,760	622,778	1,405,538	(36,744)	1,368,794
2022-23 (6)	225,231	33,588	258,819	821,013	656,699	1,477,712	(38,745)	1,438,967
2023-24 (6)	229,999	34,364	264,363	861,100	691,817	1,552,917	(40,817)	1,512,100
2024-25 (6)	234,874	35,157	270,031	903,161	728,804	1,631,965	(42,999)	1,588,966
2025-26 (6)	239,818	35,969	275,787	947,221	767,770	1,714,991	(45,298)	1,669,693
2026-27 (6)	244,842	36,798	281,640	993,387	808,811	1,802,198	(47,720)	1,754,478
2027-28 (6)	249,937	37,646	287,583	1,041,780	852,046	1,893,826	(50,271)	1,843,555
2028-29 (6)	255,131	38,480	293,611	1,092,521	896,737	1,989,258	(52,907)	1,936,351
2029-30 (6)	260,405	39,328	299,733	1,145,677	943,750	2,089,427	(55,681)	2,033,746
2030-31 (6)	265,550	40,194	305,744	1,200,278	993,217	2,193,495	(58,600)	2,134,895
2031-32 (6)	270,581	41,026	311,606	1,257,073	1,044,180	2,301,253	(61,607)	2,239,646
2032-33 (6)	275,708	41,874	317,582	1,318,600	1,098,048	2,416,648	(64,785)	2,351,864
2033-34 (6)	280,933	42,741	323,674	1,383,141	1,154,696	2,537,837	(68,127)	2,469,709
2034-35 (6)	286,258	43,625	329,883	1,450,842	1,214,266	2,665,108	(71,642)	2,593,467
2035-36 (6)	291,685	44,528	336,212	1,521,860	1,276,910	2,798,770	(75,338)	2,723,432

(1) Reflects actual traffic, revenue, and discounts and adjustments.
(2) A 25 percent toll rate increase was implemented on January 4, 2009.
(3) A 3 percent toll increase was implemented on January 3, 2010.
(4) A 10 percent toll increase for non-ETC transactions, and a 3 percent toll increase for ETC transactions was implemented on January 2, 2011.
(5) Fiscal year 2010-11 includes 8 months actual experience.
(6) Assumes implementation of a 3 percent rate increase on or about January 1 of the indicated year.
(7) Actual data on discounts and adjustments were available from FY 2007-08 through the first eight months of FY 2010-11. Beginning in January 2011, the discount adjustments are being reduced by an estimated 25.7 percent due to the modified post-paid commercial volume discount program. Prior to the modification, the FY discounts and adjustments totaled about 8.0 percent of total commercial vehicle toll revenue. From FY 2011-12 onwards, the estimated discounts and adjustments will total about 5.9 percent of total commercial vehicle toll revenue. In FY 2010-11, discounts and adjustments is estimated to total 7.1 percent of total commercial vehicle revenue to account for the partial implementation of the modified commercial discount program in January 2011.